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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEX.

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Taft, R. C., grain broker.

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Taylor & Bourneque Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

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King Wilder Grain Co., grain shippers.*

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Hales & Edwards Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Harvey Grain Co., corn and oats.*
Hitch & Carder, commission merchants.*
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Lowitz & Co., E., grain commission.*
McKenna & Rodgers, commission merchants.*
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CHICAGO (Continued).

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Rosenbaum Grain Co., J., grain merchants.*
Rothschild Co., D., receivers & shippers.
Rothschild Co., Moses, receivers & shippers.
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Sawyer Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Udike Grain Co., consignments.*
Ware & Leland, grain and seeds.*

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Early & Daniel Co., grain, hay, feed.*
Perin Bros., want corn.*
Mutual Commission Co., hay, grain and feed.*

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Lake Shore Elevtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevtr. Co., receivers, grain, hay, straw.*
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Union Elevator Co., The, grain and hay.*

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Purity Oats Co., buyers of grain.

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Ady & Crowe Merc. Co., The, grain & hay.
Best & Co., J. D., buy and sell all grains.*
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator, We buy & sell grain & beans.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Gr. Co., O. M., recvrs. & shprs.*
O'Donnell Grain Co., wholesale grain.*
PHELPS Grain Co., T. D., wholesale grain.*
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.

DES MOINES, IOWA.

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Mid-West Consumers Grain Co., grain merchants.*
Tower, C. A., grain broker.

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Board of Trade Members.
Carson & Co., H. C., corn, oats, rye.*
Caughy-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., gr., hay consgmts. a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
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Gulf Grain Co., grain, hay, millfeed.*

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Hausam-Bateman & Co., grain buyers and sellers.
Hayes Grain Co., John, grain merchants.
Hugoton Elev. & Wase. Co., revrs. shprs. milo, kafir.
Hutchinson Grain Co., grain merchants.
Kelly Mfg. Co., Wm., millers of hard wheat.
McClure Grain Co., J. B., buyers and sellers.*
Pettit Grain Co., L. H., grain merchants.
Reno Flour Mills Co., millers and grain dealers.
Rock Milling & Elev. Co., receivers and shippers.
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Southwest Grain Co., receivers and shippers.
Union Grain Co., grain merchants.

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Hayward-Rich Grain Co., grain commission.*
Hill, Lew., strictly commission.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
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Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

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Armour Grain Co., grain buyers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.*
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Denton Kuhn Grain Co., consignments.*
Dilts & Morgan, consignments.*
Ernst-Davis Grain Co., commission.*
Federal Grain Co., receivers, shippers.*
Fisher Gr. Co., C. V., receivers & shippers of gr.*
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Hall-Baker Grain Co., consignments.*
Hinds Grain Co., The, receivers, shippers.*
Hipple Grain Co., feterita, kafir, milo.
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Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers & shippers.*
Morrison Grain Co., consignments.*
Nellis-Witter Grain & Mfg. Co., grain & feed.*
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Western Grain Co., shippers (a specialty).*

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E. L. Farmer Co., brokers, hay, grain, mill feeds.
Munn-Burrow Brokerage Co., grain, hay, millfeed.*
George Niemeyer Grain Co., grain, hay and feed.*
J. F. Weimann Mfg. Co., wholesale gr. and feeds.

LIMA, O.

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Board of Trade Members.
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Callahan & Sons, receivers & shippers of grain.*
Edinger & Co., grain, hay, flour.
Fruechtecht, Henry, grain, mill products.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.*
Buxton, E. E., broker and commission merchant.*
Davis & Andrews Co., grain dealers.*
Hasenwinkle Co., H. J., consignments.*
U. S. Feed Co., grain, hay, millfeed.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

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Donahue Stratton Co., grain merchants.*
Frankie Grain Co., feeds, grain, hay.*
Godfrey-Blanchard Co., grain receivers.*
Kamm Company, P. C., barley and rye.*
Lyman-Joseph Grain Co., grain shippers.*
Rankin, M. G., & Co., grain and feed.*
Rialto Elvtr. Co., grain receivers & shippers.*
Runkel & Dadmun, grain commission.*
Taylor & Bournique Co., shprs. corn, oats, barley.*

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Benson, Stabeck Co., grain com.*
Cargill Commission Co., grain commission.*
Carter, Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Dairymple Co., William, gr. com.*
Davies & Co., F. M., grain commission.*
Getchell-Tanton Co., grain commission.*
Godfrey-Blanchard Co., grain rcvrs.-shprs.*
Gould Grain Co., receivers & shippers.*
Hankinson & Co., H. L., grain commission.*
Lewis & Co., Chas. E., consignments.*
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
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Quinn-Shepherdson Co., receivers & shippers.*
Scroggins McLean Co., corn and oats.*
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Woodward Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley & oats my spec'ly.*

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Morey, L. A., grain.*
Schwartz & Co., B. F., com'isn merchants.*
Therrien, A. F., broker.*

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Grain Exchange Members.

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Conyers Grain Co., grain merchants.*
Dustin Grain Co., grain, feed, seeds.*
Langenberg Bros. Gr. Co., grain merchants.*
Maney Export Co., grain merchants.*
Marshall-Jacobson Grain Co., grain, feed, seeds.*
Mid-West Grain Co., grain merchants.*
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain mer., mls.*
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Perkins Grain Co., W. L., commission merchants.*
Polson & Co., C. A., commission merchants.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. R., com. merchants.*

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Cope & Kearney, grain commission.*

OMAHA, NEBR. (Continued).

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Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers & commission merchants.*
Maney Grain Co., The, consignments.*
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Nre Schneider Fowler Grain Co., consignments.*
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Vanderslice Lynds Co., consignments.*

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Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.*
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Turner-Hudnut Co., receivers & shippers.*
Warren Com. Co., consignments.*

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Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Smith, Monroe A., grain and feeds.*
Taylor & Bournique Co., shippers corn-oats.*
Young & Co., S. H., wheat, corn, oats.*

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Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals

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Geldel & Leubin, grain and hay.*
Hardman & Heck, grain, hay, millfeed.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCague, R. S., grain, hay.*
Walton Co., Samuel, grain and hay.*

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Globe Grain & Mfg. Co., grain, hay & feed.*
Kerr, Gifford & Co., Inc., grain exporters.*
Northern Grain & Warehouse Co., grain exporters.*
Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*
Ryer Grain Co., wheat, corn and oats.*
Stephens-Smith Grain Co., grain and bag dealers.*
Tri-State Terminal Co., general grain & bags.*

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Smith-Connor H. & Gr. Co., hay and grain.*

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Pacific Grain Co., grain exporters.*
Ryer Grain Co., wheat, corn and oats.*
Tri-State Terminal Co., general grain & bags.*

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Great Western Grain Co., buyers and sellers.*
Holdridge Grain Co., receivers and shippers.*
Aunt Jennie Mills Co., A. J., hominy feed.*
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McKee Lindsey & Dunn Grain Co., commission.*
Mid-West Grain Co., pure soft wheat.*
Sloan Simmons Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

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Graham & Martin Grain Co., grain commission.*
Ichertz & Watson, grain, seeds and hay.*
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Mason Hawpe Grain Co., grain merchants.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain & grass seed.*
Teasdale Com. Co., J. H., rcvrs. & shippers.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.*

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Bailey, Walter H., Grain Merchants.*
Flanley Grain Co., grain and commission.*
King Elevator Co., receivers & shippers.*
McCaull Dinsmore Co., commission.*
McCaull Dinsmore Co., all kinds of grain.*
Quinn-Shepherdson Co., grain commission.*
Runney & Co., receivers of consignments.*
Slaughter Burke Grain Co., receivers, shippers.*
Taylor & Bournique Co., buyers and sellers.*

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Kuhn & Co., Paul, receivers and shippers.*

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King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickensiser & Co., John, grain rcvrs., shippers.*
Zahn & Co., J. F., grain, seeds.*

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Derby Grain Co., corn, oats, mill feed.*

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Board of Trade Members.

Beyer Grain Co., consignments & mill orders.*
Blood-Pickerill Gr. Co., consignments, mill orders.*
Clark Burdg. Gr. Co., consignments.*
Clark Grain Co., C. M., all kinds grain and feed.*
Craig Grain Co., J. W., consg. & mill orders.*
Evans-Williams Grain Co., grain & mill feed.*
Groth, Samuel C., milling wheat & feed.*
Hayes Grain Co., John, Okla.-Kan. wht. for mills.*
Kansas Flour Mills Co., receivers & shippers.*
Kansas Milling Co., millers & grain merchants.*
Kelly Grain Co., Edward, grain & mill feed.*
Koch Grain Co., Geo., milling wheat.*
Kramer Grain Co., receivers & shippers.*
Raymond Grain Co., consignments.*
Strong Trading Co., wholesale grain & feed.*
Wallingford Bros., receivers & shippers.*
Warwick Grain Co., "always have a bid."*
Wichita Flour Mills Co., millers & gr. merchants.*
Wichita Terminal Elev. Co., gen'l elev. business.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.*

*Member Grain Dealers National Association.

DENVER—THE MOUNTAIN MARKET

The Grain Center of the great Rocky Mountain section, is in good position to give you the best of returns on your shipments of grain. It has a well organized Grain Exchange, Weighing Department and Inspection Department. Everything to make it possible to satisfy your every want. Try any of these firms.

Phelps Grain Co., T. D.

Wholesale grain and beans.

Summit Grain & Coal Co., The

Wheat, corn, oats, rye, barley. We always buy and sell.

Denver Elevator

We buy and sell grain of all kinds, also beans.

Crescent Flour Mills, The

We buy wheat, corn, oats, beans, etc.

Hungarian Mill & Elevator Co.

Grain Receivers.

Western Grain Co., The

Milling wheat a specialty.

O'Donnell Grain Co.

Whether you buy or sell, talk to us.

O. M. Kellogg Grain Company

Receivers and shippers of all kinds of grain.

NOTE—All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in contract.

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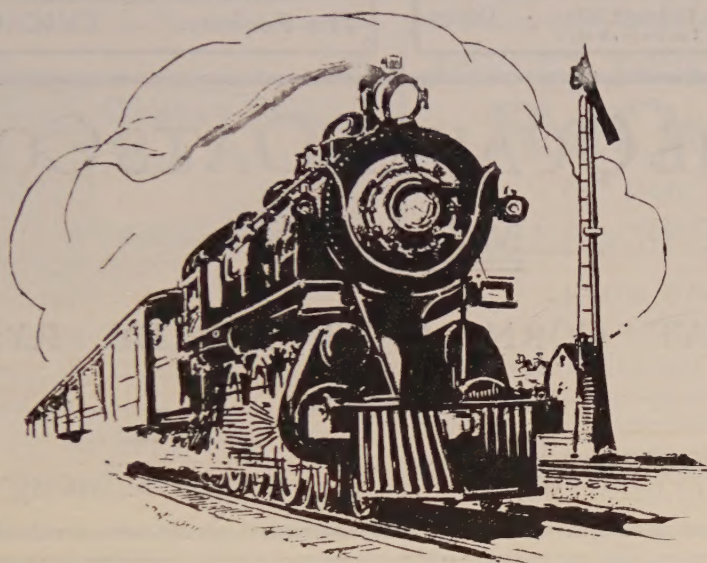
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When we get your trade we will be just as anxious to hold it as we are now solicitous about having you send a trial car.

URMSTON GRAIN CO.

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Thoroughly equipped to handle your shipments. Careful personal attention given each car.

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MARSHALL HALL 1,000,000 Bushel GRAIN ELEVATOR
CONSIGNMENTS SOLICITED GRAIN BOUGHT TO ARRIVE OR SOLD FOR SHIPMENT
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Operating G. W. Elevator

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GET OUR PRICES

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MID-WEST GRAIN CO.

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Established 1881

T. P. Gordon Commission Co.

GRAIN MERCHANTS

Our Consignment Services the Best
Room 1005-6-7-8 Corby-Forsee Bldg.

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DECIMAL GRAIN VALUES

Any weight of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also show the value of any number of pounds in dollars and cents. Price, \$5.00.

GRAIN DEALERS JOURNAL, CHICAGO

SLOAN-SIMMONS GRAIN CO.We are Looking
For Business
From**YOU**

1101 Corby-Forsee Bldg., ST. JOSEPH, MO.

THE GEIGER GRAIN CO.COMMISSION MERCHANTS
AND BROKERS*"Just Bill It to Us"*

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Formerly Fisher Rothschild Grain Co.

**Geo. A. Roberts
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a
Specialty**Omaha, Neb.**

Advertising must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

NYE SCHNEIDER FOWLER GRAIN CO.GET OUR MARKET
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OMAHA**THE UPDIKE GRAIN COMPANY***"The Reliable Consignment House"*

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*"All We Know Is Consignments"***MERRIAM COMMISSION CO.**

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GRAIN**OMAHA****GRAIN CONSIGNMENTS**See what we can do with
your next car**ADAMS-WHYTE GRAIN CO.**

OMAHA

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324 Grain Exchange

OMAHA

MANEY GRAIN COMPANY

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Our Watchwords are

"Most Dollars per Car"

Telephone Harney 150

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SHIP TO CARGILL!

"You can't do better; you might do worse."

CARGILL COMMISSION CO.

Duluth
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J. L. McCaull, Pres. R. A. Dinsmore, Vice-Pres
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The McCaull-Dinsmore Co.

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WE SELL

FEED **WHEAT** MILLING

Scroggins, McLean Co.
MINNEAPOLIS

CHAS. E. LEWIS & CO.

Grain and Stock Brokers

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MEMBERS NEW YORK STOCK EXCHANGE
and all Grain Exchanges

BANNER GRAIN CO.

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Consignments Solicited
MINNEAPOLIS and DULUTH

WANT A JOB?

Advertise in the "Situation Wanted"
columns of the Grain Dealers Journal.

WE SOLICIT
YOUR CONSIGNMENTS

STRICTLY
GRAIN COMMISSION

H. L. HANKINSON & CO.

MILWAUKEE

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CORN — OATS — BARLEY

Our prices are always in line and our service
prompt and satisfactory. Let us know your
wants—we will quote you prices.

THE VAN DUSEN HARRINGTON CO.
Grain Receivers and Shippers
MINNEAPOLIS SIOUX CITY DULUTH

H. POEHLER CO.

Established 1855
GRAIN COMMISSION
Barley Oats Corn Flax
MINNEAPOLIS
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BENSON STABECK CO.

BEST SERVICE C-
Grain Commission Since 1903
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Cereal Grading Co.

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20 Years Experience in assembling and
distributing Choice Rye for milling
and distilling trade. Largest Rye
handlers in the West. Also shippers of

Choice Milling Wheat, Oats,
Barley and Screenings.

Operating Elevator L.

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MARFIELD GRAIN CO.

Receivers and Shippers

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GRAIN COMMISSION.
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Milling Grains Our Specialty

THE BROUSE - SKIDMORE GRAIN CO.

Fourth Nat'l Bank Bldg., CINCINNATI

Mutual Commission Co.

Cincinnati, Ohio

Hay-Grain-Feed

The hay consuming, distributing and recompressing
business in Cincinnati is larger than ever,
assuring high returns on CONSIGNMENTS.
Mark them "Mutual Commission Co."

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For use of Grain and Milling Trades.
Save telegraph tolls. Keep your business
to yourself. Prevent expensive errors. Its
146 pages contain 13,745 expressions,
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inches. Price, \$3.00.
GRAIN DEALERS JOURNAL, CHICAGO

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "W-nted" or "For Sale"
columns of the GRAIN DEALERS JOURNAL
of Chicago. It will bring you quick returns.

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are designed for use by country grain shippers in advising receivers of shipments,
giving complete information regarding each car. The carbon copy remaining in the
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The form shows the grade, kind and weight of grain loaded into car—initials and number, with seal num-
bers, at..... station, on..... date; billed shipper's order notify..... draft for \$.....
made thru..... bank of..... to apply on sale of..... bushels made.....

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Price 75c. Send all orders to

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315 So. La Salle St., Chicago, Ill.

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Greenville, Ohio

Wants Correspondence with members of the Grain Dealers Associations in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

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FORT WORTH, TEXAS

GRAIN, FEEDS, FIELD SEEDS AND PUBLIC STORAGE
SOUTHWESTERN HEADQUARTERS KAFFIR, MILO MAIZE FETERITA
Wire or Write Us to Sell or Buy

**KANSAS NATURAL
MILLING****WHEAT**

Hard or Soft

Direct from Country Points—via any road

WIRE US FOR PRICES

EMPORIA ELEV. & FEEDING CO.

Grain Department

Resources \$200,000.00

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Cedar Rapids Grain Co.

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CEDAR RAPIDS, IOWA

**CONSIGN
WHEAT - CORN - OATS**

—TO—

DUMONT, ROBERTS & CO.

301-2 Cham. of Com., DETROIT

"The top o' the market to you."

MUNN BROKERAGE COMPANY

NOT DEALERS - - JUST BROKERS

ENID, OKLA.

FT. WORTH, TEXAS

H. J. HASENWINKLE CO.

Commission Merchants

MEMPHIS, TENN.

Red Rust Proof Oats

My Specialty
Always in the market
LEE D. JONES
MEMPHIS, TENN.

**MATTHEW D. BENZAQUIN
GRAIN AND FEED**

Brokerage and Commission
DOMESTIC and EXPORT
505 Chamber of Commerce, Boston, Mass.

JACQUITH, PARKER, SMITH & CO.

708 Cham. of Com., BOSTON, MASS.

We buy all kinds of Grain and Mill
Feed, Sample Feed Wheat, Barley,
Milo, Kaffir Corn, etc., for

NEW ENGLAND and EASTERN TRADE

Send Samples—Write Us

The paper the Grain Dealer
supports, because it supports
the Grain Dealer—

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4 ft. long Steel Grain Tryers \$6.50; or 5 ft. long \$8.30. We make Double Brass Tube Tryers; Bag Tryers
6 and 9 inches long, and Deep Bin Tryers. The best line in market. Circulars free.

BAUM METAL SPECIALTIES, 1311 Baltimore Avenue, KANSAS CITY, MO.

H. C. CARSON & CO.

WHEAT—CORN—OATS—RYE—BEANS

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"CONSIGN TO CARSON"

Paul Kuhn & Co.

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Submit Samples and Quote Prices

JACKSON

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CASH GRAIN

Bloomington - Illinois

**KENNEDY
CAR LINERS**

Prevent Leakages
Avoid Claims
Saves Money

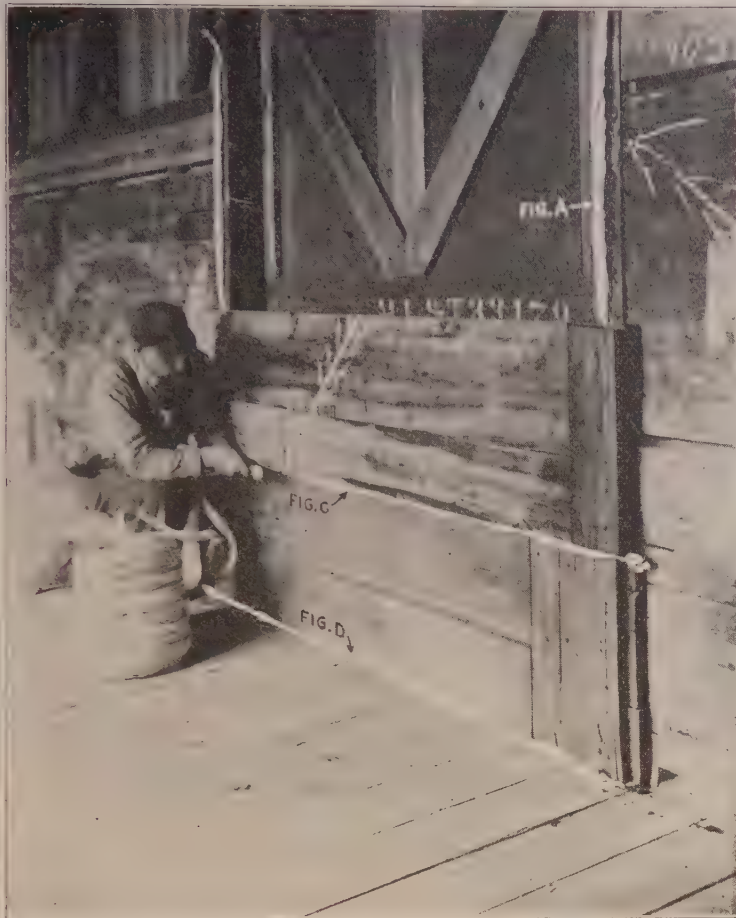
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Progressive Shippers

MADE BY

**THE KENNEDY CAR
LINER & BAG CO.**

SHELBYVILLE, INDIANA

Your Elevator's Wants Are Supplied in These Columns



STOP the LEAKS

Schmitz Calking Paper for Grain cars will do it.

It costs but a few cents per car, while its use will save many times its cost.

It prevents leakage of grain from cars at all points of frequent leakage.

It is easily applied to any part of the car, and is the most effective and most economical cooperage material for preventing the leakage of grain from box cars ever devised.

Schmitz' Calking Paper

is put up in neat, compact packages containing four balls each. One ball will cooper at least five cars, or one package will cooper at least twenty cars.

From a Shipper

Richland, Ill., July 8, 1919.
SCHMITZ MFG. CO.,
Chicago, Ill.

Gentlemen:

Please ship at once by Express to Pleasant Plains, Ill., Two (2) Bundles, Eight (8) balls Calking Paper.

This is the finest thing we have found to stop the cracks with and don't see how we ever got along without it or how any elevator can do without it.

Yours truly,
THE RICHLAND
FARMERS'
ELEVATOR CO.

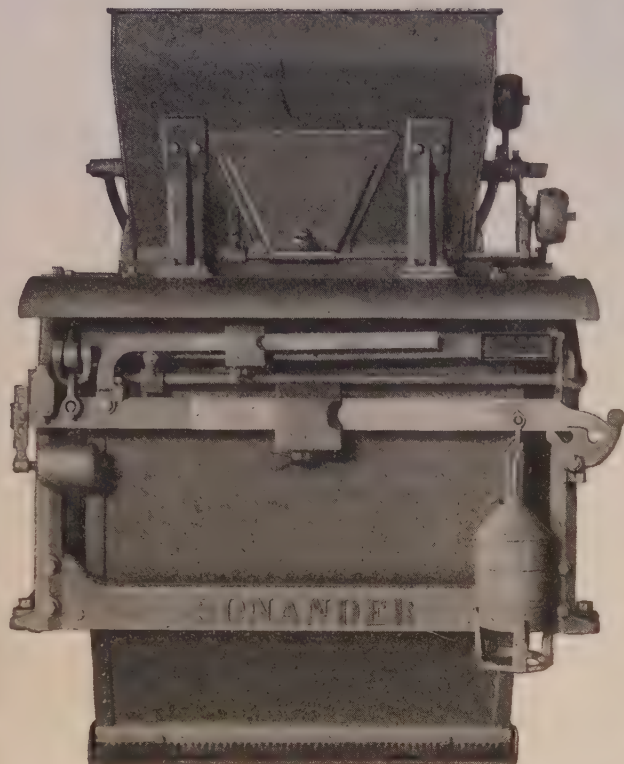
By P. A. Rudasill,
Manager.

Send for trial Ball today

**Schmitz
Manufacturing Co.**
230 So. La Salle St.
Chicago, Ill.



Weigh Accurately



The whole object of weighing is to know accurately the quantity; and any such system is useless, unless it will determine this minutely and definitely. Science and mechanical practice has demonstrated that for this purpose, the scale lever is the best for determining the fractions of pounds, and this is the principle of the

Howe-Sonander Automatic Scale

When buying a scale be sure to inquire and investigate this scale. Its simplicity and accuracy will suit your every purpose, and save money for you. Any of the offices below will be glad to give you complete information. Address the one nearest you.

Howe Scale Co. of Illinois

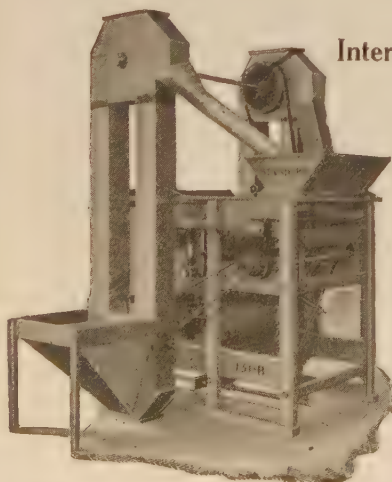
CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.
ST. LOUIS, MO., 512-514 St. Charles St.
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PORTLAND, ORE., or 546 1st Ave. So., SEATTLE, WASH.

Mr. Grain Dealer

You have been putting off purchasing a new cleaner because of the trouble and annoyance of making the change. Here is a cleaner complete that needs only to be set on your floor and you are ready to work.

We make a number of sizes and styles of hand and power cleaners.

Get our circulars and prices before buying.



THE
International Mfg. Co.

CRESTLINE
OHIO

Manufacturers
of

"THE
STANDARD"

Grain
Seed and Bean
Cleaners

CONFIRMATION BLANKS

Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and returns the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order form No. 6 CB, Price 90 cts.

GRAIN DEALERS JOURNAL

305 S. La Salle Street
CHICAGO

Westinghouse CS Motors

*Built Ruggedly
for Steady Service*

Frequent usage has weakened the forceful meaning conveyed by the words "durability" and "dependability,"—but long and intimate contact with industrial needs has only intensified our appreciation of what these qualities mean in a motor.

When Westinghouse CS Motors are applied to elevators, grinders, conveyors, scourers, separators, packers and other grain elevators or flour mill equipment, greatest economy is secured. Use them where continuous service is required.

The Westinghouse CS Motor is exceedingly simple in construction and possesses very few parts.

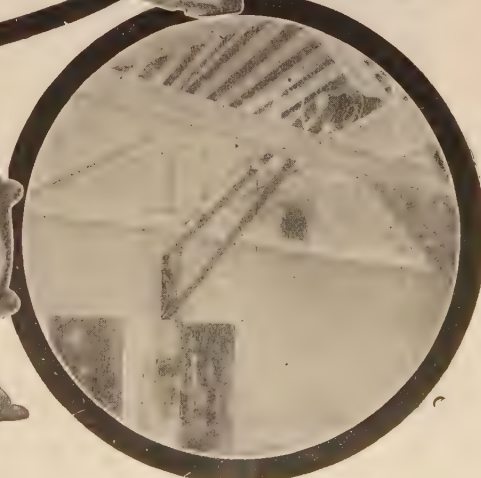
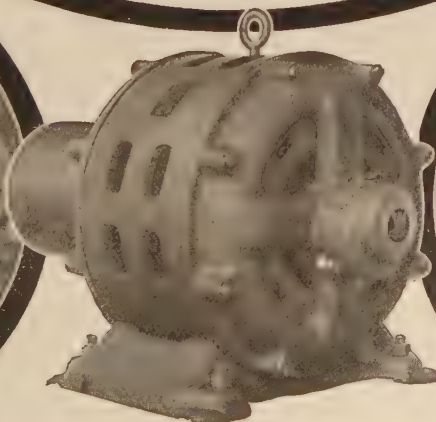
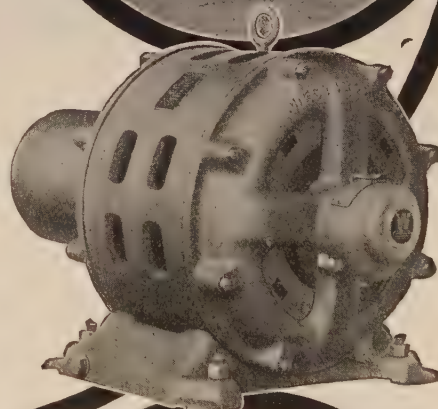
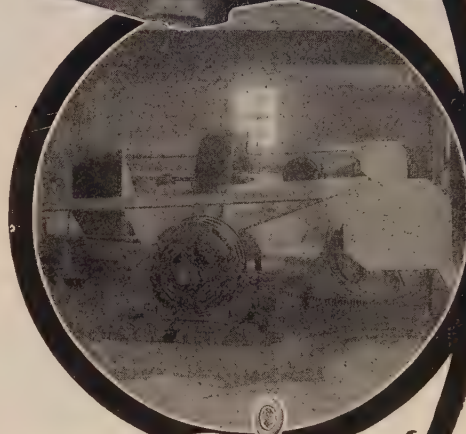
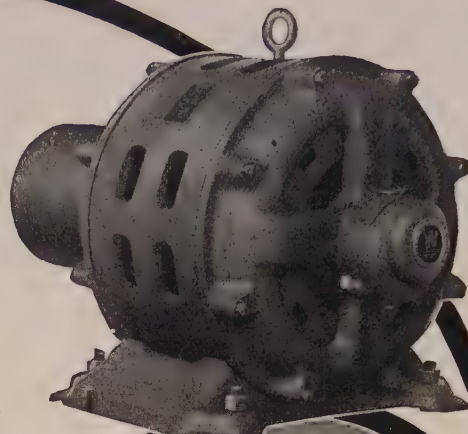
Shafts and bearings are of generous proportions. Form wound coils, which are thoroughly insulated, well braced windings and practically indestructible rotors, insure durability and dependability.

The characteristic thoroughness of Westinghouse manufacture is embodied in every detail of construction.

WESTINGHOUSE ELECTRIC & MANUFACTURING CO.
East Pittsburgh, Pa.

W

WESTINGHOUSE
ELECTRIC





"MILCOR"
FIREPROOF

Elevator Roofing and Siding

Will guard your elevator or other buildings from firebrands, locomotive sparks, etc. Also effective protection from the deteriorating effects of sun and rain.

Corrugated Roofing
Pressed Standing Seam
Self-Cap Roll Roofing
Kuehn's Lock Seam
Old Style Double Seam
Roll and Cap Roofing
Certified Pressed Standing Seam



Milwaukee Corrugating Co.

MILWAUKEE, WIS.

Branch at
Kansas City, Mo.

Minneapolis Sales Office
929 Lumber Exchange



MORE HUMPHREY SERVICE BELT ELEVATORS



than ever before are being installed all over the world.

SAVES--TIME--MEN--MONEY

A necessity in any mill or elevator with two or more floors. Quickly conveys men and sacks of grain or flour from one floor to another.

SPEEDS UP PRODUCTION, enabling your men to do more work in the same time without useless waste of energy.

Write for Bulletin D-5 giving detailed information why the "Humphrey Endless Belt Route" means bigger profits to the owner.

If not made by Humphrey Elevator Co. it is not a "Humphrey."

The original standard belt man lift for 30 years.

HUMPHREY ELEVATOR CO., Sole Manufacturer
Fairbault, Minnesota

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$5.00

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.



You Expect Results

and that is exactly what you get when you install the Victor Corn Sheller, because it is strong and rigidly built and gives very efficient results. There are hundreds of them now in use. It is a machine made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement, and separate and clean it in the upper part of the house.

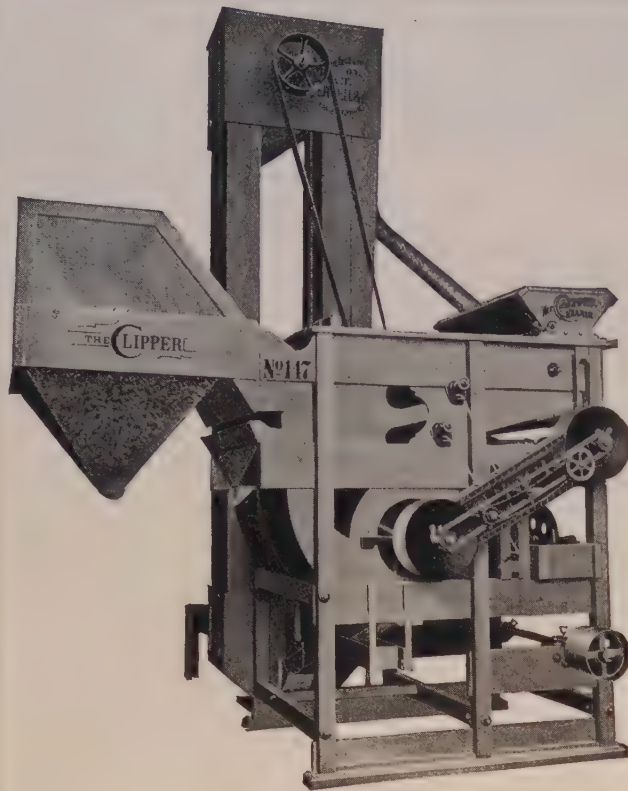
We also manufacture a pitless corn sheller that will discharge directly into the elevator boot. It will also pay you to investigate the big features incorporated in our entire line of corn cleaning machines and feed screens. They are bound to make money for you as they have been tried and proven efficient.

Write us for Catalog 16-M for prices and full details

Feed Mills
Grain Dryers
Car Pullers
Meal Outfits
Power Shovels
Turn Heads

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

Belt Conveyors
Elevator Heads
Boots & Cups
Belt Conveyors
Belting
Pulleys, etc.



No. 147 "Clipper" Cleaning Elevating and Sacking Outfit

This machine is equipped with our Traveling Screen Brushes which positively keep the screen perforations from clogging. It has settling chamber and dust sack for taking care of dust, light chaff, shrunken grain, etc. It has a double set of elevator heads, boots and legs. One set of elevators receives the Seed or Grain, elevates and discharges it into the feed hopper of the Cleaner. The other set elevates and sacks the cleaned seed or grain.

The Air Blast from the fan is absolutely controlled by the Variable Air Regulator with which we equip each of these machines. This enables us to make the most perfect air separations. In addition we give you the best selection of screens from the largest variety of perforated zinc and woven wire screens to be found anywhere.

Catalog and price list showing our full line on request.

A. T. FERRELL & CO.

- **Saginaw, W. S., Mich.**

Winter Wheat Men Take Notice

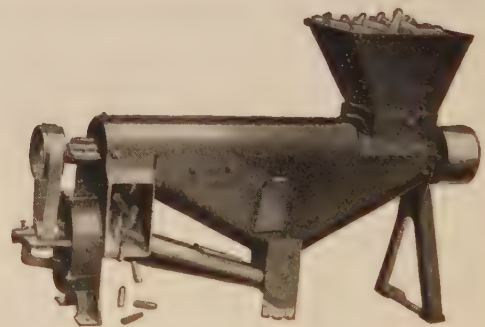


VOLUNTEER OATS ARE HEAVY
Last Winter They Did Not Freeze Out

YOU! will not get the Govt. Guaranteed Price on Wheat unless these oats are all separated out.

THE RICHARDSON OAT SEPARATOR
is the only solution. Write Quick.

Richardson Grain Separator Co.
1179 15th Ave., S. E., MINNEAPOLIS, MINN.



Style A Triumph Corn Sheller

MODERATE IN PRICE

Triumph Corn Shellers shell corn thoroughly without breaking the cob or the kernels. They are well built and dependable, yet moderate in price because of their simplicity.

Bulletin with complete information upon request.

THE C. O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio

SUCRENE FEEDS

The Feeds That Nourish The Stock

Bring Repeat Orders

Almost any feed can be sold to some stock raisers **ONCE**.

Sucrene Feeds are the "Come-Back-For-More" Feeds, because the quality is always there.

You have Sucrene reputation pulling for you all the time—the reputation that's based on 19 years of recognized leadership—more firmly established in the good will of the stock feeding world today than ever before.

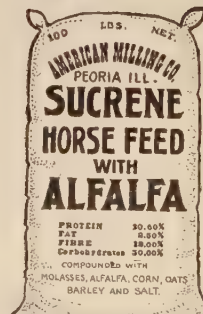
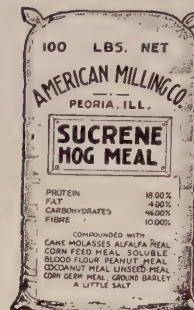
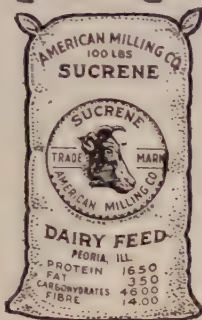
The Till Tells the Tale

Keep your mind's eye on the Sucrene Line. In the near future our big new mill—larger, more modern, than the one destroyed by fire recently—will turn out Sucrene Feeds of standard quality which will be offered to the trade at money-making prices. Due announcement will be made to the trade.

Send in your orders for Sucrene Poultry Scratch Feeds. We fill orders promptly on the full line. Address Main Office, Peoria, Ill.

American Milling Company

Main Office and Mills - - - Peoria, Ill.
Southern Mill: - - - Owensboro, Ky.



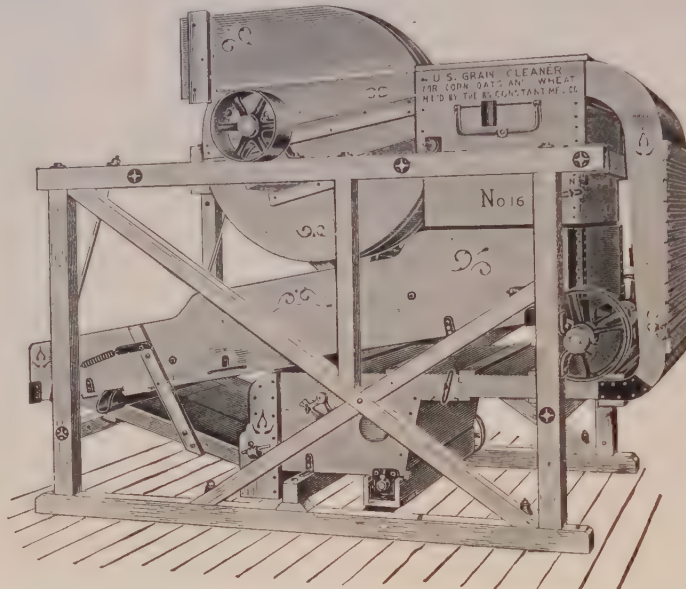
A PERFECT GRAIN CLEANER

The "U. S." Grain Cleaner is easily the leader in satisfactory grain cleaning. It has built up an enviable reputation by its record of consistent good performance. It is the cleaner you should install in your elevator.

One
Powerful Fan

Fan Always
Under Control

Dustless



Two
Air Separations

Journals
Run Cool

Light Running

Catalog of Our Complete Line of Elevator Machinery on Request

B. S. CONSTANT MANUFACTURING CO.

Bloomington

Illinois

Bauer
SCIENTIFIC

Motor Driven Mill; can be furnished for Belt Drive if desired.

Can You Judge an Attrition Mill?

You will want a mill that will work day after day, month after month, season after season, economically turning out a uniform product—with minimum expense for lubricants, power, repairs, etc.

There are various points to look for in an Attrition Mill, but we know the "Scientific" Mill will stand on its own merits when judged from any angle. Let us present the facts.

Our Catalog will be of utmost interest to you and is sent free on request.

THE BAUER BROS. CO.
506 Bauer Bldg. Springfield, Ohio, U. S. A.

SCIENTIFIC

Seedsman, Listen:

Emerson Wheat Testers or Kickers make an absolute perfect separation of oats from wheat—eliminates all guess work, all disputes between buyer and seller are settled on the spot.

Farmers prefer to buy and sell where the test is made with the Emerson. The Government laboratories and inspection depots of the U. S. Grain Standardization Department are equipped with over 100 Emerson Testers. Over 10,000 of these machines in use. We make larger sizes that also make a perfect separation of oats from wheat. Write for pamphlet giving full description and unsolicited comments.



W. H. EMERSON & SONS

DETROIT, MICH.

WINDSOR, ONT.

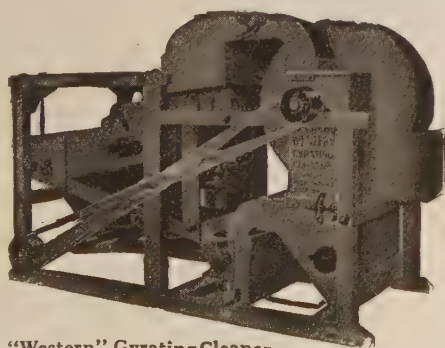
Elevator Equipment

The record crops this season will tax the facilities of all elevators, and when it comes to extra equipment of any kind this is the accredited headquarters. We're in a position to give immediate attention to rush orders, having fully anticipated the requirements of the trade. The difference between an indifferent success and big success is a matter of keeping up-to-date.

WESTERN

devices and machinery have made good for over forty years and are growing in favor right along. Nothing is ever sent out under our name but what is full first-class in every particular.

UNION IRON WORKS, Decatur, Ill.



"Western" Gyration Cleaner

Repeat Orders Tell The Story

They're coming in with a rush from scores of Ankorite dealers. Dealers who began by ordering a few hundred posts are now ordering carload lots—by wire!

We've been obliged to double and re-double our output to take care of them—and we'll have to double it again within the next six months. Dealers who used to sell wood posts have switched to Ankorite and they're making dollars where they used to make dimes!

Thousands of posts will be needed in your territory during

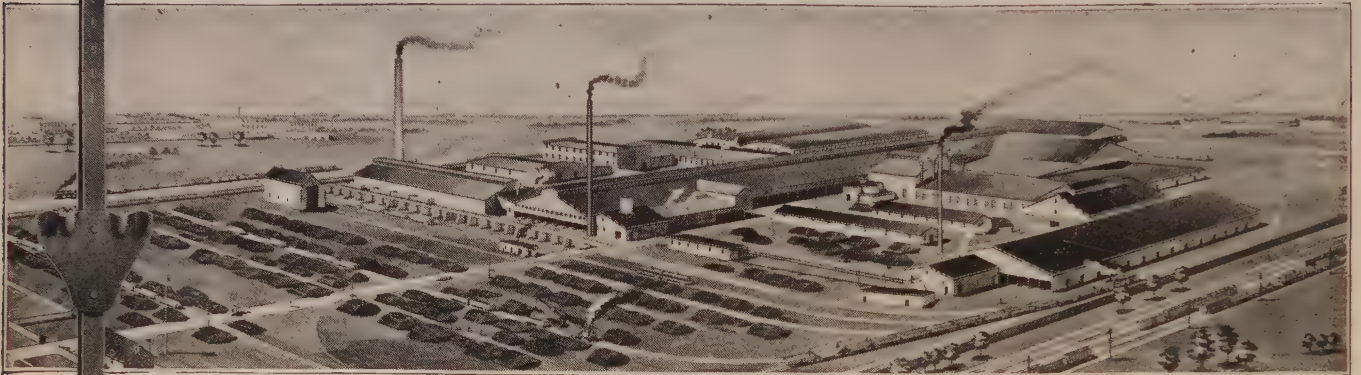
the next five or six months, and you can get more than your share of the business by securing exclusive sales rights for Ankorite Steel Posts. Other dealers have had remarkable success with them—why not you?

Ankorite
STEEL FENCE POST

Farmers want Ankorite Posts and you are the logical dealer to supply them. Small investment—quick turn-over—you buy them direct from the mill.

Territory is being closed fast—you can hold yours open and secure exclusive sales rights if you'll write NOW. Don't put it off!

CALUMET STEEL COMPANY, 208 South La Salle Street, Dept. 9, CHICAGO



The Mill Behind the Post

This big, modern steel mill has a capacity of forty thousand posts a day—enough to build 125 miles of fence. We can make immediate shipment in any quantity.

“Hamilton Made”



Belting for Every Elevator Purpose

For years our study has been how to make the best Rubber Belting. The “Hamilton Made” brands are standard among elevator managers. There are two standard brands: INVINCIBLE for Cleaners, Shellers, Clippers, Separators, Feed Mills, Car Pullers, Engines and Motor Drives. LAKEWOOD for Legs and Conveyors. Write for particulars.

Hamilton Rubber Mfg. Co., 218 No. Wells St., Chicago

Factories: Trenton, N. J.

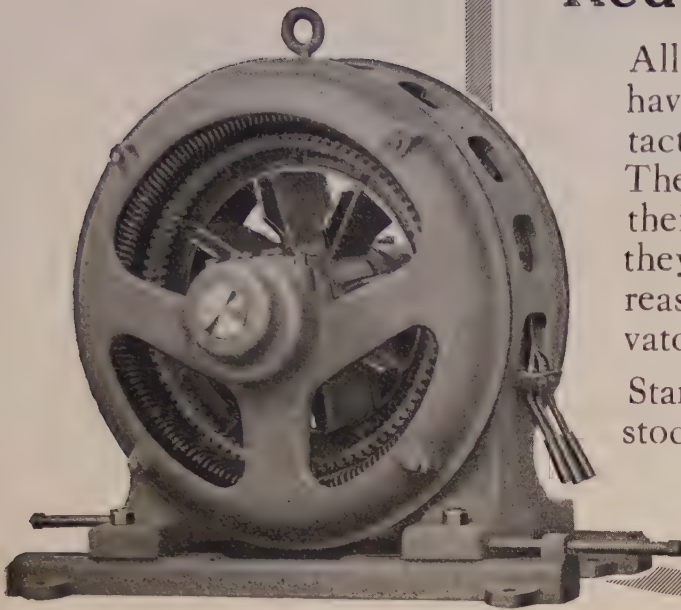
Branches: New York and Philadelphia

Reducing the Fire Risk

Allis-Chalmers Type "AN" motors have no brushes or other sliding contacts and are entirely free from sparking. Their simple and rugged construction, their reliability and the ease with which they can be operated are additional reasons for their extensive use in elevators and mills of all sizes.

Standard ratings can be shipped from stock.

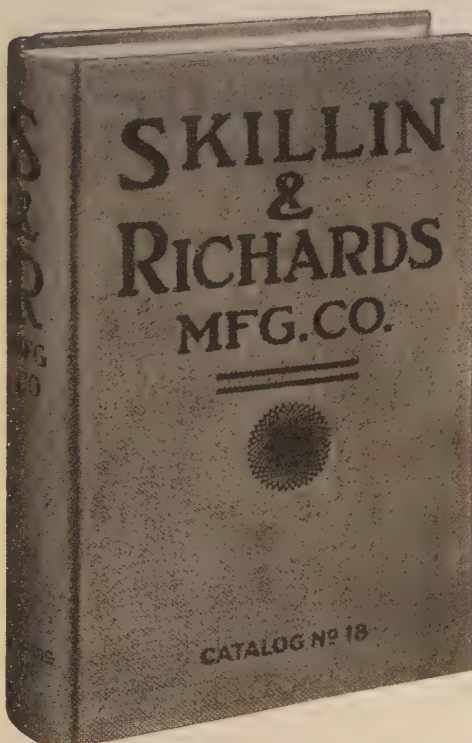
Send for Bulletin 1087-B.



ALLIS-CHALMERS

MILWAUKEE, WIS. U. S. A.

Be Sure Your Equipment Will Handle the Crop



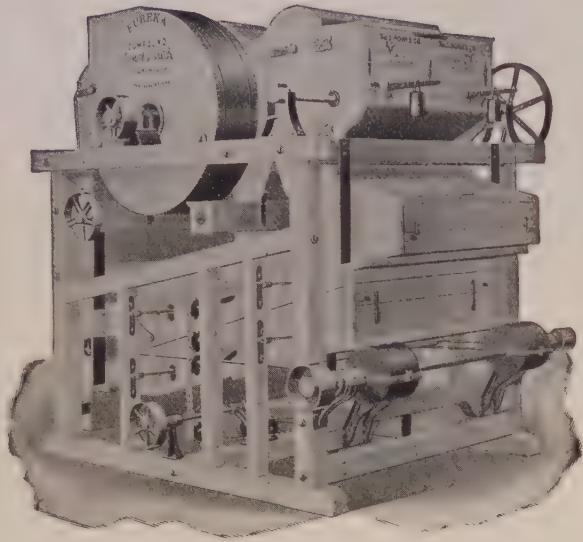
WITH THE BIGGEST CROP in history in sight it is necessary for every elevator manager to be prepared.

There are ways of increasing your capacity:

- You can speed up your machinery.
- You can use larger buckets.
- You can enlarge your loading spouts.
- You can improve your dumps, etc.

Let us figure with you on such problems. Our Catalog tells all—It is FREE.

Skillin & Richards Mfg. Co., 4516-60 Cortland St., Chicago



Ask someone who owns one

From a purely
"RESULTS-DELIVERED"
 standpoint no machine
 quite compares with the
"SERVICE-FULL"
"EUREKA"

It's a really-truly worth-more



GRAIN CLEANER



MAY WE SEND YOU COPY OF OUR NEW BOOK (No. 75)?

S. HOWES COMPANY, Inc.

SILVER CREEK, N. Y.

REPRESENTATIVES:

William Watson, 415 Western Union Bldg., Chicago, Ill.
 J. E. Gambrill, 749 E. Church St., Marion, Ohio
 J. Q. Smythe, 3951 Broadway, Indianapolis, Ind.
 F. E. Dorsey, 4015 Prospect Ave., Kansas City, Mo.
 Chas. A. Barnard, 415 Lewis Bldg., Portland, Ore.

AS PIONEERS in the manufacture of rubber belting for elevating and conveying grain, we feel that we are in better position than other manufacturers to cater to the needs of grain elevator owners. The world's largest grain elevator, many of the larger terminal elevators and scores of country houses use our Elevator Belting. It is warranted to run perfectly smooth and true on pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimates for elevator equipments cheerfully furnished.

New York Belting & Packing Co.

91-93 Chambers Street
 NEW YORK

124-126 W. Lake Street
 CHICAGO, ILL.

2d Ave. N. and 3d Street
 MINNEAPOLIS, MINN.

218-220 Chestnut Street
 ST. LOUIS, MO.



WHAT DO YOU NEED

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Gravity Cleaner
Attrition Mill	Lightning Rods
Bags and Burlap	Manlift
Bearings { Ball	Moisture Testers
{ Roller	Oat Bleachers
Belting	Oat Clipper
Boots	Painting or Repairing
Buckets	Portable Elevator
Car Liners	Power { Gas Engine
Car Loader	{ Kerosene Engine
Car Mover	{ Motors
Car Puller	Power Shovel
Car Seals	Sample Envelopes
Cleaner	Scales
Clover Huller	Scarifying Machine
Conveying Machinery	Self Contained Flour Mill
Distributor	Separator
Dump	Sheller
Dump Controller	Siding-Roofing { Asbestos
Dust Collector	{ Steel
Elevator Leg	Silent Chain Drive
Elevator Paint	Spouting
Feed Mill	Storage Tanks
Fire Barrels	Testing Apparatus
Grain Driers	Transmission Machinery
Grain Tables	Transmission Rope

or anything used in a grain elevator.

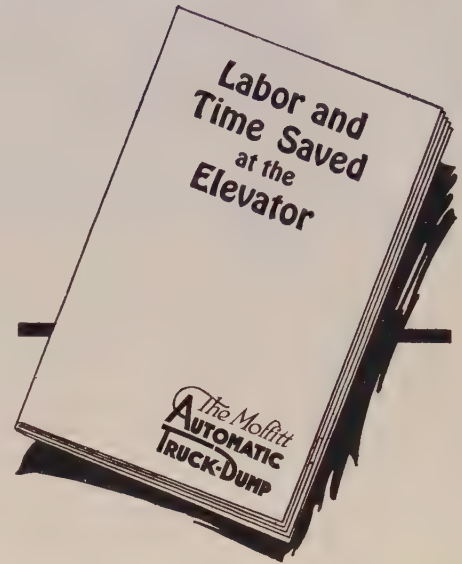
Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

Send for this *FREE* Book

It tells all about the 30 days free trial offer on the Moffitt Automatic Truck Dump. Every Elevator owner and manager should have this book. It's valuable to you. Learn how to save time and labor at the elevator and dump grain loaded trucks in a jiffy with this simple, automatic dump.



Combines with your Present Equipment

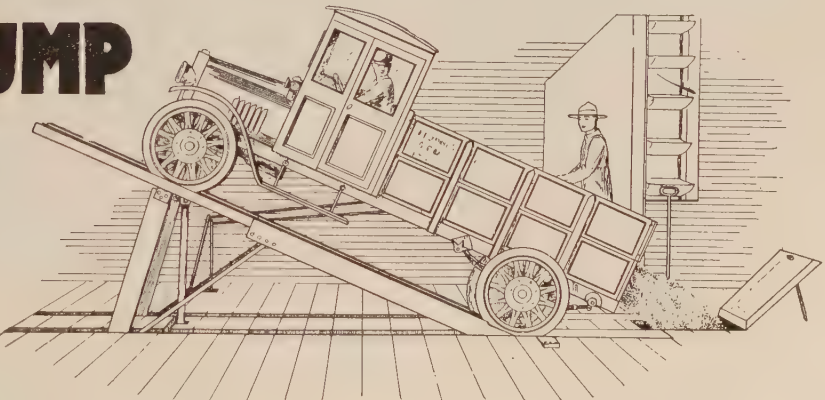
This simple yet powerful device combines with your present equipment. It is easily installed without interfering with your wagon dump; in fact, is merely additional to it. This Moffitt Automatic Truck Dump meets your demands for a simple and practical

The Moffitt **AUTOMATIC TRUCK-DUMP**

method of quickly unloading trucks of grain. No power, no pulling, no jacking up, no screwing. You simply push a lever—a boy of ten can do it—the track rises to place. The truck drives on. It is never raised. The grain is unloaded in a jiffy. Another easy pull of the lever and the track slowly and softly settles into place. The truck drives off, the job is done in a jiffy.

Send for that FREE Book

Every elevator owner and manager who realizes that more and more grain will be handled by trucks knows he needs this simple, effective unloader. Do not risk losing the trade of busy farmers who become impatient waiting for



Showing side view of truck dump with truck on it ready to unload.

trucks to be unloaded. The truck owner will favor the elevator who gives him this help. The farmers with grain loaded wagons, too, will favor you. They don't want to wait while trucks unload.

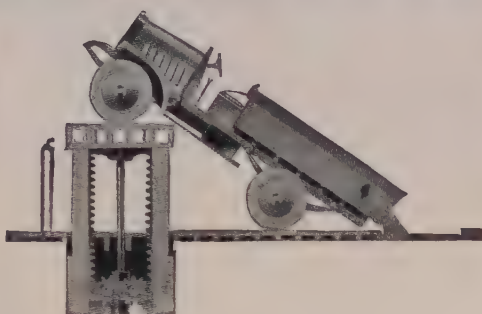
So send for this Free Book. Learn how and why this simple device does so much work for you. There is no obligation. Just a postal and the book goes to you.

AUTOMATIC TRUCK DUMP CO.

502 Grain Exchange Building

OMAHA, NEB.

Trapp Dumping System FOR AUTO TRUCKS AND WAGONS

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The only perfectly safe way of dumping Auto Trucks. No danger of injury to any truck. No extensive remodeling of the old drive-way required to install. Old style dump need not be disturbed.

More TRAPP AUTO TRUCK DUMPS in use than all other truck dumps combined. Approved by Insurance Underwriters and leading elevator builders. Installed by some of the largest line elevator houses in the country.

MODERNIZE YOUR PLANT NOW

Write for particulars.

TRAPP-GOHR-DONOVAN CO.

1125 North 22nd Street

OMAHA, NEBR.

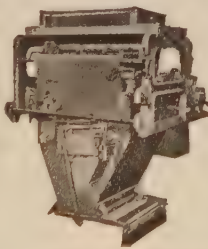
J. W. PARKIN, *Southwestern Representative*
4220 Prospect Ave., Kansas City, Mo.

RICHARDSON AUTOMATIC GRAIN SCALES

Self Compensating, Operating and Adjusting

Why

be satisfied with a Semi Automatic Scale when it is possible for you to own a Full Automatic? The Richardson is an Automatic that IS AUTOMATIC. It automatically does the things that other automatic scales require a human being to do.



The NEW Richardson is SELF OPERATING and SELF ADJUSTING. It weighs accurately free running grains of from twenty to sixty pounds to the bushel without change of adjustment.

Chicago, Omaha, Mpls., Wichita, Passaic, N. J.

SHIPPERS' RECORD BOOK No. 20

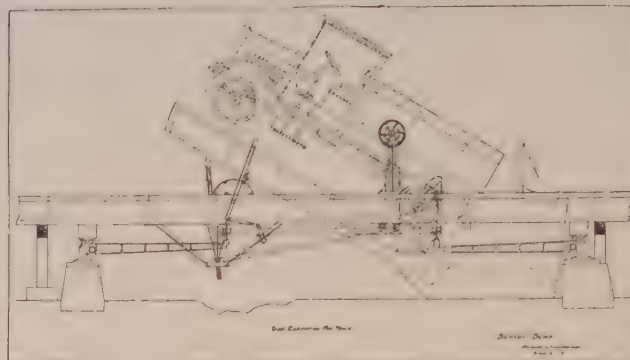
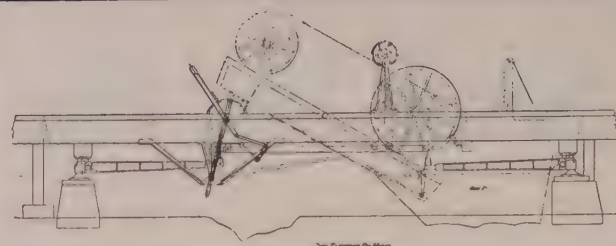
is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$2.25. Address

GRAIN DEALERS JOURNAL
LaSalle Street - CHICAGO, ILL.



Study the Illustrations

We have changed our combination truck and wagon dump from motive to hand power. We are using gravity (as you have been using for the past thirty years on the wagon) on the truck. In place of using an oil control either under the front of the dumping platform or as a rear control or a brake to retard the fall of the load of either vehicle, we use a hand wheel to which is attached a sprocket. From this sprocket there is a chain to the end of the shaft leading to the jack screw. Around the jack screw is a female threaded hub bolted to a ring gear which is driven by a pinion attached to the end of the shaft driven by the chain and sprocket. By this method you use the jack screw to retard the fall of the load of either vehicle, absolutely taking away all danger or hazard of the operator and making it a simple, positive and efficient means of unloading any vehicle as quickly as you want to. Our tests show that vehicles have been tilted to an angle of 30 degrees in 18 to 30 seconds and at all times you have absolute control without danger of the fall of the load.

Our Dump Is Attached to and Is Part of the Weighing Platform if Scale Is in the Runway.

There can be no question as to the correct weight if you use our dump. No other dump manufactured today will dump your load to the same angle without motive power or air pressure. We guarantee to tilt the platform to thirty degrees in less time than any other dump manufactured if you take into consideration the safety of the device.

Any one desiring to use motive power can also do it in connection with our dump by using two pulleys on pinion shaft and a clutch and automatic control which we will furnish on request, but do not think there is any need of changing from the greatest of all methods—GRAVITY. Any truck dealer will tell you that 75% of the weight of the loaded truck is carried on the rear axle, therefore, if our center bearing rod on which the platform pivots is in front of this load and the wheel base of the rear axle is always in one position, you cannot question our method. When the truck is empty, any dealer will tell you that there is 20% more weight on the front axle than on the rear, therefore, on the truck load we use our jack to retard the movement of the load in both directions.

Our dump thoroughly cleans your wagon or truck in the same manner that you have always unloaded grain. With the exception that by our device, there is not any possibility of the operator being injured and the cost of installing our dump is practically nothing.

Where the scale is not in the runway, our dump can be used on a 16-foot platform. Where the scale is in the runway you can use either a 22 or 26 foot weighing platform dumping over the end or through the scale.

ORDER ONE TODAY, and when it is installed and does what we claim, you can remit for it.

EDWARD R. BENSON COMPANY
MINNEAPOLIS, MINN.

A Real, Convenient, Workable Combination Auto-Truck and Wagon Dump

—the only dump operating a two section platform with but one power cylinder—tilt cylinder under forward section to dump auto-truck—tilt it under rear section to dump wagon or sled—fits any size or make of scale

Drive the TRUCK LOAD of grain on the platform; chain the rear wheels, throw tilting power cylinder into position to engage socket bearing of forward section of platform and open air valve to let the air into the cylinder.

You can raise or lower platform as fast or as slowly as you wish, or stop at any point, holding the load there indefinitely, then raise or lower it as you see fit. This is accomplished by the operation of two valves—open the inlet valve to raise platform—close inlet valve and open outlet valve to lower platform—they are always at your control, either upward or downward, no matter whether motive power of elevator is on or not.

Drive a WAGON or SLED LOAD of grain on the platform, shift tilting power cylinder to engage socket bearing under rear section of platform and proceed in the same manner. Remember, you don't have to unhitch the tugs.

Any length or size of truck, wagon or sled can be dumped on the GLOBE COMBINATION AUTO-TRUCK AND WAGON DUMP.

Any carpenter who can use a hammer, saw and level can install a GLOBE DUMP. We furnish plans of installation and complete instructions covering every detail.

It is all straight plank and timber work with the dump sections pivoted on a single hollow shafting. The same pit and pit door can be used as you have on your old dump.

Installation can be made on your scale, as it does not interfere with weighing, or independently of scale, as desired, and the GLOBE COMBINATION AUTO-TRUCK AND WAGON is the only dump which permits of this.

THE GLOBE COMBINATION AUTO-TRUCK AND WAGON DUMP is manufactured and marketed exclusively by the Globe Machinery and Supply Co. of Des Moines, Iowa. After investigating this dump (which was previously known as the Spencer Truck and Wagon Dump) where it had been installed and in operation for several months, and finding that it was giving absolute satisfaction, we purchased the exclusive manufacturing and marketing rights. We know it's RIGHT. We've put the GLOBE reputation back of it, and you'll realize that means something if you look us up in Dun or Bradstreet or ask your banker who we are.

It is covered by Spencer patents, and no other dump will be permitted to incorporate any of its patented features.

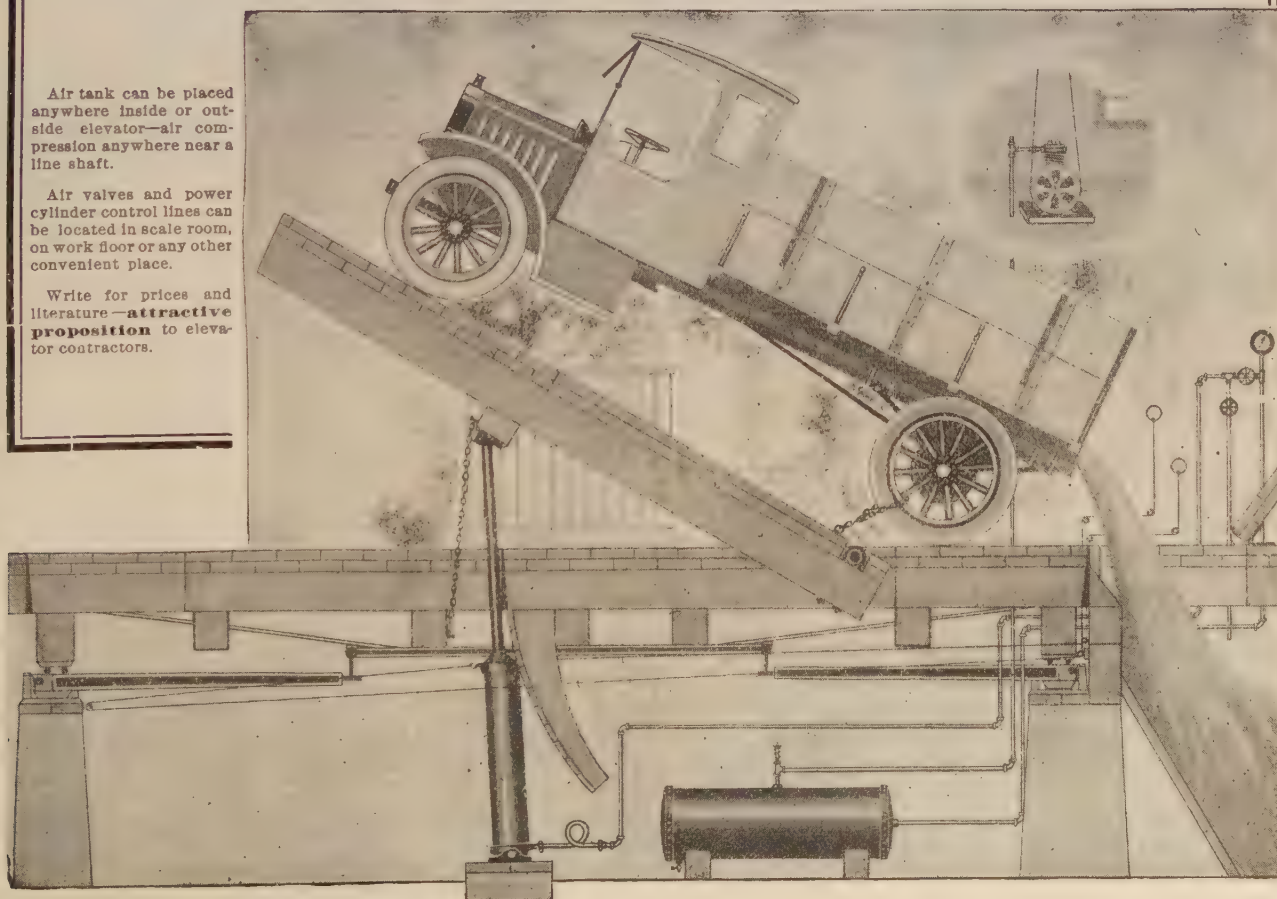
Globe **MANUFACTURED BY**
Machinery and Supply Co.

Des Moines, Iowa

Air tank can be placed anywhere inside or outside elevator—air compression anywhere near a line shaft.

Air valves and power cylinder control lines can be located in scale room, on work floor or any other convenient place.

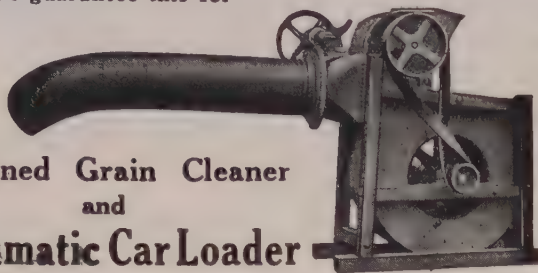
Write for prices and literature—**attractive proposition** to elevator contractors.



CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The Combined Grain Cleaner and Pneumatic Car Loader



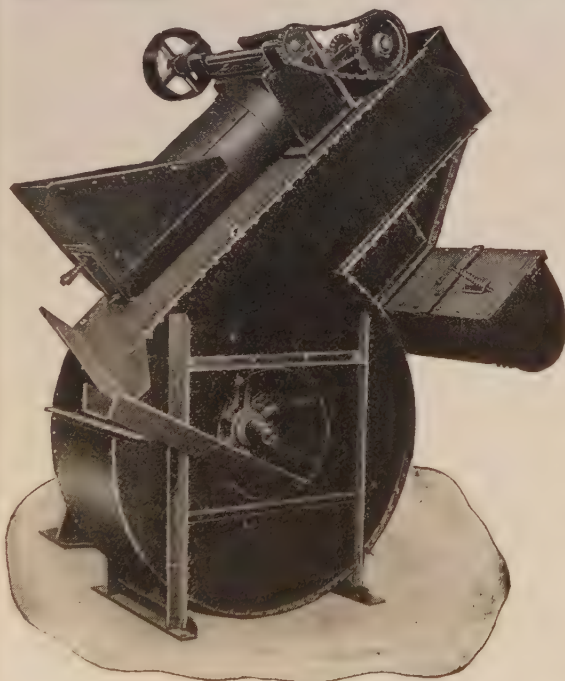
It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

A better way to handle GRAIN is the Bernert Way



WHY?

Because the Bernert way will save you money and make you money. With the Bernert Pneumatic Grain Handling Machines, whatever your grain handling problem today, will be no problem at all. The Bernert Pneumatic Machines handle all grain ahead of the fan; that's why there positively will be no grain damaged.

They are positively **NON-CHOKABLE**; that's why you will not have any trouble. They will at the same time they handle the grain, **MAKE BETTER GRAIN**. Let us tell you **WHY**.

Simplicity of installation and efficiency in operation, handling any problem, is for what the Bernert Pneumatic Elevators, Combined Elevators and Loaders, Conveyors, Portable Track-loaders, Car-loaders, etc., stand.

For further information, write for catalog to the

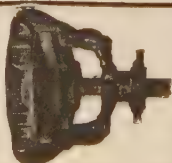
Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.

For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.



A Tester Wants a Job

in your plant. These clutches will save you money, power, time and trouble. Investigate today. A card brings our **Free Booklet**.

Decatur Foundry, Furnace & Machine Co., Dept. L, DECATUR, INDIANA

LINE UP WITH THE HUNDRED THOUSAND

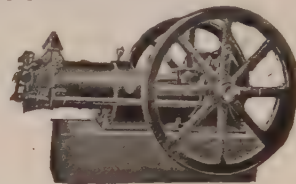
who have proved to themselves that "OTTOS" are a tremendous asset to their business.

For light or heavy loads, for emergencies or steady service, the

OTTO Gas or Gasoline ENGINES

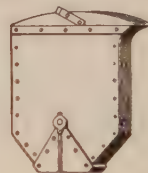
are always right and ready.

They are powerful, reliable, economical—have been built so for over forty years.



OTTO ENGINE MFG. COMPANY

3219 Walnut Street, Philadelphia
15-17 So. Clinton Street, Chicago



"KLINGLER"

Is Automatic—
Simple—
Accurate—

Weights Grain as you
Count Money

"Simplicity Assures Accuracy"

KLINGLER MFG. CO.

915 Washington Ave. So.
MINNEAPOLIS, MINN.



"Long Service"
vs.
"Price per Gallon"

When you buy paint do you buy on the "price per gallon" basis or the number of years of service the paint will give you?

The long service paint will cost less in the end because it will save the labor-cost of frequent repainting.

DIXON'S Silica-Graphite PAINT

because of its pigment flake silica-graphite will give many years service under the most trying conditions.

It successfully withstands attack by acids, gases, dampness and other deteriorating agents.

For over Fifty years this paint has been made in First Quality only and has to its credit some remarkable records of long service in leading industrial lines.

Booklet No. 15-B will be of more than passing interest to you. It will show how your paint dollars can be made to last longer. Write for it today.

Made in Jersey City, N. J., by the
JOSEPH DIXON CRUCIBLE COMPANY

TRADE MARK

ESTABLISHED 1827.

TRADE MARK

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
Box 404 South Bend, Ind.



CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than one dollar per year for repairs." R. W. Watt, Jacobsburg, C.

10 sizes; 2 to 25 H. P. Write for free catalogue.
N. P. BOWSHER CO., SOUTH BEND, IND.



One Man Puts 'em There

with a NEW BADGER Slip-proof CAR MOVER



No Interruptions to Work of Other Men

With it one man may save many times his wages and even the cost of the tool every day in avoidance of high demurrage charges.

It Puts Them Where You Want Them Just When You Need Them

Turning the Wheel does it. Easy to Use. Can't Slip.

Try One 30 Days—No Money in Advance.

If you keep it, send us \$5.50, plus freight—if you don't keep it we'll pay freight both ways and forget it.

For sale by leading jobbers everywhere. If yours can't supply you, order direct.

ADVANCE CAR MOVER CO., Dept. C Appleton, Wis.

Canadian Advance Car Mover Co., Welland, Ont.

CARS

RAILS—TANKS
ZELNICKER IN ST. LOUIS

Get Bulletin 250 (250,000 Circ.) 88 pages
Steam and Electric Power Plant Equipment, Machinery, Etc.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

Handling Grain for Profit?

If you could DOUBLE the hourly and daily capacity of your present elevator leg; CUT IN HALF the attention, labor and time you now give to it; would such an achievement be of value to you? Figure this out carefully, and see what such a scheme would mean to you in the long run, financially.



You are handling grain mainly for profit. Could you possibly attain your ends in a more simple, or more certain way, than to double the efficiency of your elevator plant? And in a new leg, without cost?

Send for Catalogue F and then let us further unfold this idea to you.

THE HALL SIGNALING GRAIN DISTRIBUTOR

Our idea is that the Distributor should direct all the grain to the exact spot without mixing, with the least trouble or care, not only now and then, but always.

That is the service that the Hall Distributor performs.

Hall Distributor Company, 222 Railway Exchange Omaha, Nebr.

No Need to Scoop Grain in a Dirty, Dusty Car

"We loaded 1,800 bu. of corn an hour the day before Thanksgiving. We never have to get in a dirty, dusty car to scoop grain." Kenney Elevator Co., Kenney, Ill.

"Your Boss Air Blast Loader is giving the best of service." G. N. Falknor & Son, West Milton, O.

"We would not think of going back to gravity." J. L. Baum & Son, Storms, O.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill. They have since bought SIX for six of their elevators.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. We use no complicated feeding devices. Grain simply slides into blast of air. Quickly installed. 30 DAYS' FREE TRIAL.

Write for our two booklets—"\$60.00 A CAR PROFIT" and "BETTER PROFITS FOR YOU." They tell all about our full line both portable as well as stationary car loaders. These interesting booklets are free.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.

For Safety or Economy

The only SANE, SAFE thing to do is recover the dust with all-metal fireproof

Knickerbocker "1905" Cyclone DUST COLLECTOR

The Knickerbocker Co., Jackson, Michigan

Clark's Car Register

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14½ in.

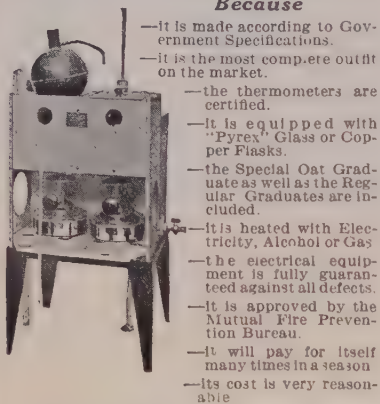
No. 40. Contains spaces for 9000 cars
No. 42. " " " 17000 "

\$1.75
2.75

GRAIN DEALERS JOURNAL

305 So. La Salle Street

Chicago, Ill.

Buy this Tester**Because**

- It is made according to Government Specifications.
- It is the most complete outfit on the market.
- the thermometers are certified.
- It is equipped with "Pyrex" Glass or Copper Flasks.
- the Special Oat Graduate as well as the Regular Graduates are included.
- It is heated with Electricity, Alcohol or Gas.
- the electrical equipment is fully guaranteed against all defects.
- It is approved by the Mutual Fire Prevention Bureau.
- It will pay for itself many times in a season.
- its cost is very reasonable.

Ask for full information



**Give Your Ad a Chance to
MAKE GOOD**

Run it in the
GRAIN DEALERS JOURNAL

A KEWANEE

Renewable Bottom Loading Spout

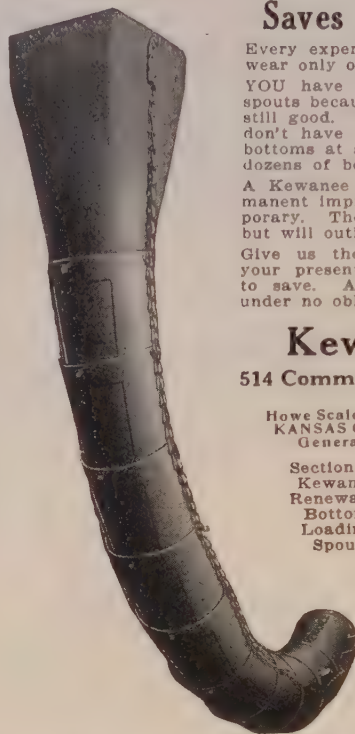
Saves Grain, Money, Time, Labor

Every experienced grain man knows that loading spouts wear only on the bottom side.

YOU have thrown away hundreds of dollars in grain spouts because of small holes. 98% of these spouts were still good. When small holes wear in the Kewanee, you don't have to throw away the spout. Just slip in new bottoms at a few cents each. Each section will outwear dozens of bottoms.

A Kewanee Renewable Bottom Loading Spout is a permanent improvement—the old style spout is always temporary. The Kewanee costs about the same as others, but will outlast a dozen of them.

Give us the size of your down spout and length of your present loading spout, and let us show you how to save. A rough sketch will help us. You will be under no obligations.



Pat. Pending

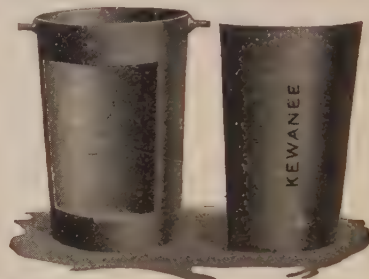
Kewanee Implement Co.

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Distributors
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Bottom
Loading
Spout

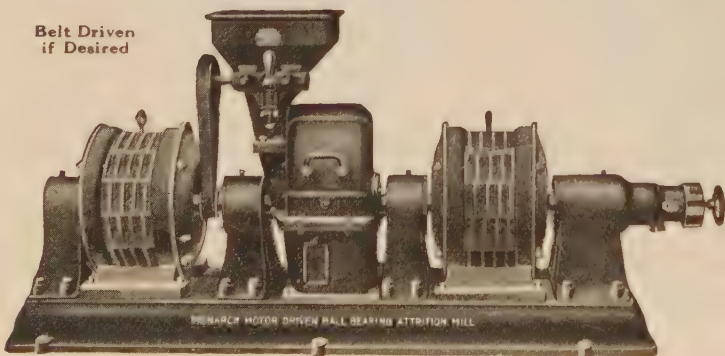


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MONARCH BALL-BEARING ATTRITION MILL

*Designed and Built to Perform Satisfactorily
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Belt Driven
if Desired



Years of experience in attrition mill building has enabled us to produce this "Monarch" of all Attrition Mills.

It, in your elevator, will pay big interest to you by

Saving Labor and Time

It is trouble-proof, delay-proof and has dust-proof bearings that require the minimum of lubrication and attention.

Write us today—now—for full particulars and descriptive catalog.

We have much interesting information about feed grinding that we will gladly furnish you.

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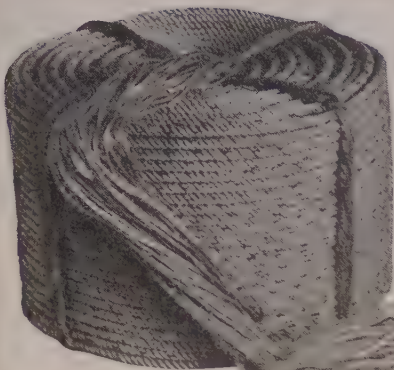
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We believe this will be a big year in the Elevator Building Business, since the last year or so was given almost wholly to the repairing and remodeling of the old houses.



Since the closing of the War means the beginning of a New Era in the History of the World, so, also will the people be looking to the newest and best manner in which to handle their business. Therefore, when contemplating the erection of a new Grain Elevator, think what it means to have a perfect working dump and give your attention to making yours such.

There is no better way than by having it controlled by an Automatic device made expressly for this purpose. There are hundreds in use today giving satisfaction, and you can have this Service with little expense.

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315 So. La Salle St., Chicago, Ill.

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We build them that way.

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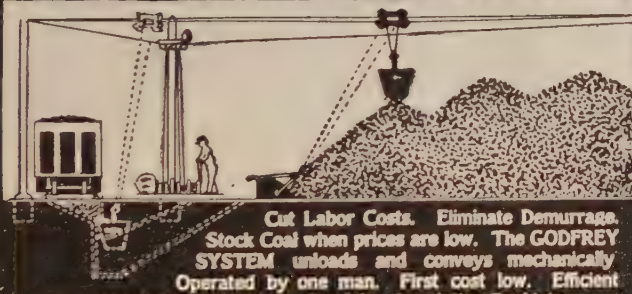
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If Your Business
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Port Arthur, Ontario

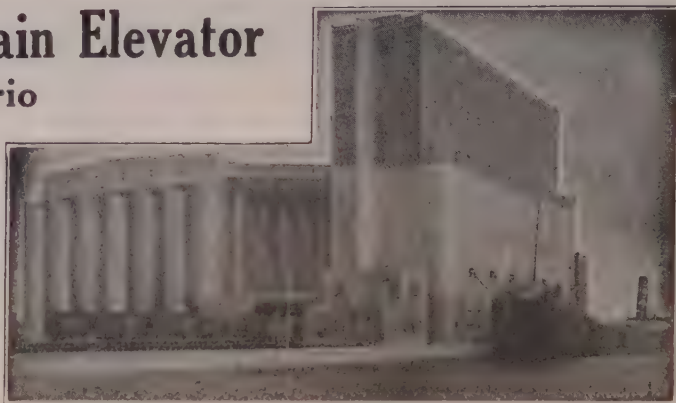
Capacity 3,500,000 Bushels

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One of the modern houses which has made a record for rapid and economical handling

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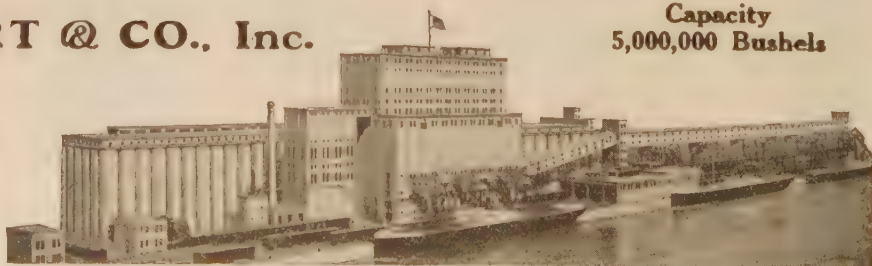
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Manchester, England

1,500,000 Bushels

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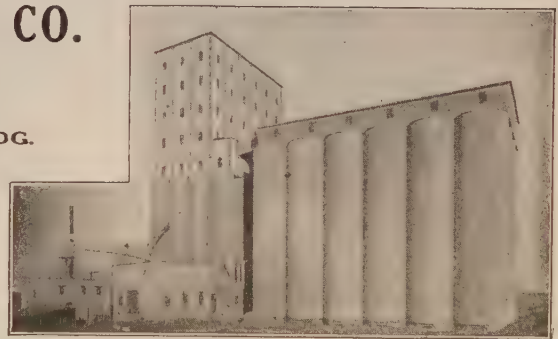
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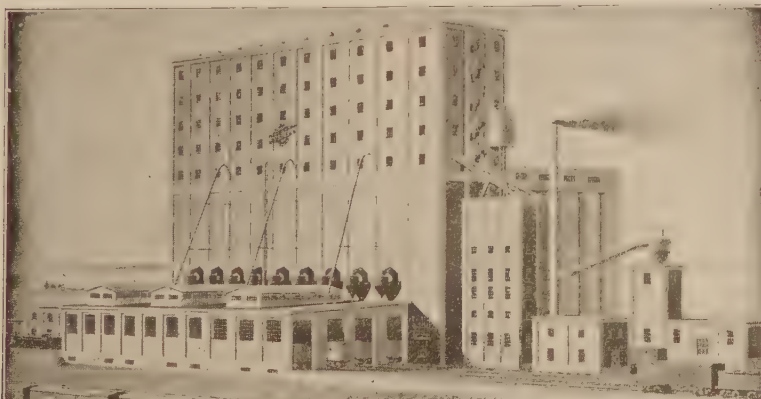
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is the latest acknowledgment of our
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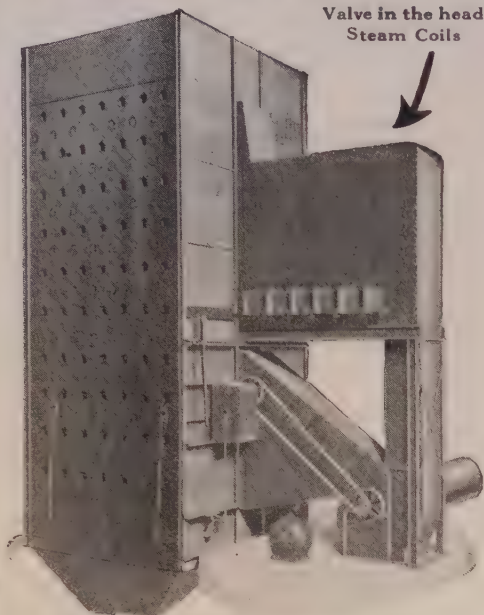
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"MORRIS DRIED—Same as Sun Dried"

Indications Point to a WET CROP

**BE PREPARED
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If you can't get a MORRIS drier
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AUTOMATIC and SELF CONTAINED

Requiring no Special Building Construction

We also offer a complete line of
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**THE STRONG-SCOTT MFG. CO.
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The four months between now and corn delivery is sufficient time for the installation of a corn drying system.

The INVINCIBLE is offered to prospects with full confidence in its ability to dry corn in the most satisfactory manner.

Aside from its advantages in drying it has the distinct



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**INVINCIBLE
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Put Your Name

where every progressive grain dealer will see it and keep it there.

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OF CHICAGO

WUD U SELL OUT?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

Grain Dealers Journal, La Salle St., Chicago

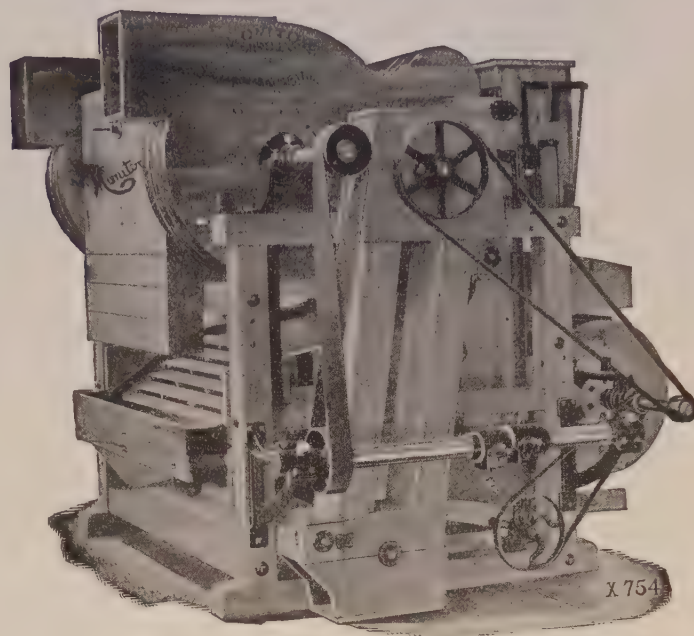


Northwestern Separator

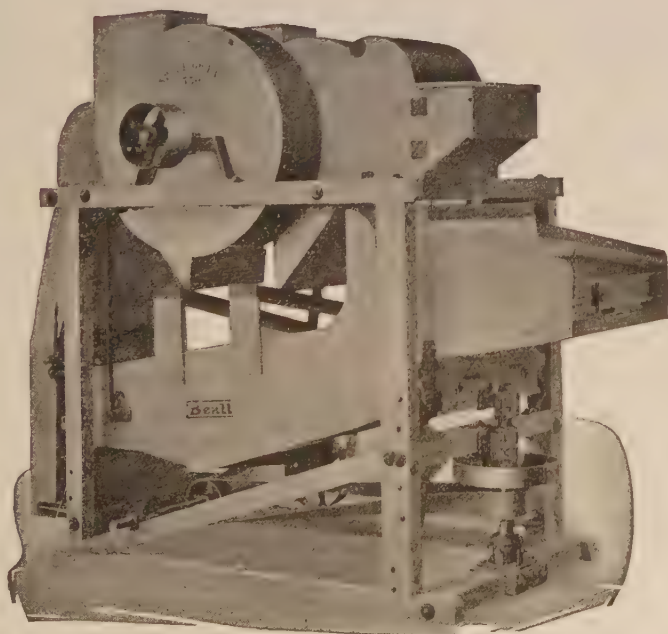
Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

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The Beall Grain Separator

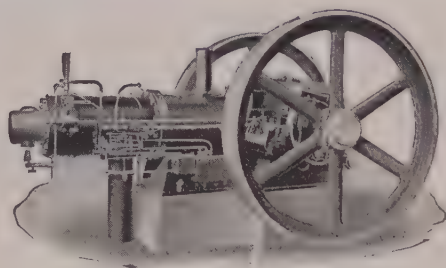


A splendidly balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.

Beall
THE MARK OF QUALITY

The air system is as perfect as modern ingenuity can make it. Never any disappointment. Send for Catalogue giving full working particulars and complete details.

Beall Improvements Co., Decatur, Ill.



Muncie Oil Engine

Uses heavy crude or fuel oil, kerosene or distillate. You can use the fuel that is cheapest to get. Self-starting—Self-contained—Automatically governed.

STUDY THESE FACTS

Lower Fuel Cost	More Power
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No Shut-downs	Greater Reliability
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Write for proof of these facts

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IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

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The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

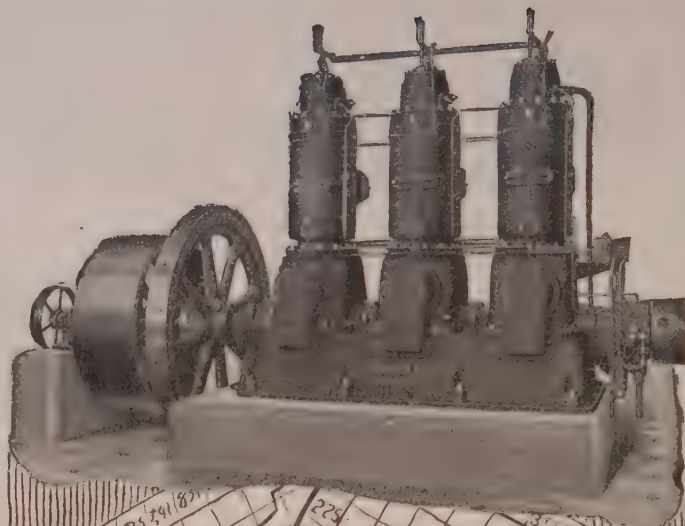
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305 So. La Salle St.

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"Y" OIL ENGINES
10 to 200 H.P.

—have set a new standard
of low power costs
through efficient use of
low priced fuel oils.

Simple in construction—practically
automatic in operation and regulation
—no carburetors, valves, batteries,
mixers, timers, igniters, magnetos,
switches or spark plugs.

Special quick-starting device; air
seal prevents oil from being blown
out of bearings; positive lubrication;
sensitive governor. No hot bulb—
no water injection.

Fairbanks, Morse & Co.
MANUFACTURERS CHICAGO

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS WANTED.

ELEVATOR WANTED. Send description and price. C. C. Shepard, Minneapolis, Minn.

WANTED, to exchange town income property for one or two elevators. Address H. A., Box 2, Grain Dealers Journal, Chicago.

ELEVATOR WANTED TO LEASE with privilege of buying. Address: Feed, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR WANTED. NORTHERN IOWA or southeastern S. Dakota preferred. One or two houses in town. Address: State, Box 2, Grain Dealers Journal, Chicago.

SMALL GRAIN ELEVATOR wanted that is doing a good retail business. Central Ohio preferred. Address: Ward, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR IN A GOOD CORN, Oats and Wheat territory wanted to rent with privilege of buying same if satisfactory. Address: Sure, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR IN CENT. ILL. wanted. Must show 150,000 bu. or better. Send description and spot cash price. Address: Central, Box 1, Grain Dealers Journal, Chicago.

ONE OR TWO ELEVATORS showing good volume of business wanted to buy or lease. So. Dakota preferred. Give full particulars first letter. Address: Valley, Box 1, Grain Dealers Journal, Chicago.

ELEVATOR IN ILLINOIS wanted in exchange for 440 acres good land in Minnesota. Fair improvements, \$50 per acre. Address: Inland Grain Co., Galesburg, Ill.

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I HAVE A LOT adjoining right-of-way of good railroad; about 10 miles from Frankfort, Ind. Good location for elevator, coal business and side lines. I want a partner who will help manage the building of house, and act as manager of the business. Address Weller, Box 10, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employes needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

DYNAMOS AND MOTOR BUYERS are needed in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo-Motors" columns of the Grain Dealers Journal, Chicago.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

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OUR ELEVATOR ON THE SANTA FE railroad for sale. Stipp & Co., Carrollton, Mo.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

20,000 BU. ELEVATOR doing good business. Good American town 1000 people. Fine school and churches. Address Vernon, Box 12, Grain Dealers Journal, Chicago.

ELEVATOR and Coal Business in north central Iowa, located in good grain territory and doing good business. Address Bell, Box 12, Grain Dealers Journal, Chicago.

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AN OHIO county Elevator handling 300 cars of grain, hay and merchandise for sale or exchange for town property or farm. Price \$4,500. Address Right, Box 8, Grain Dealers Journal, Chicago.

3 COUNTRY ELEVATORS, in richest wheat growing section of the Northwest for sale. Doing good business—made over 50% on investment last year. Will sell one or all—terms easy. Address Bixota, Box 10, Grain Dealers Journal, Chicago.

25,000 BU. CAPACITY CONCRETE ELEVATOR located in Chicago. 500 tons storage capacity for sacked feeds. This building suitable for seed warehouse or mfg. plant. Furnished complete with all necessary machinery. Almost new, 1st class running order. Address Feeds, Box 10, Grain Dealers Journal, Chicago.

1/2 INTEREST in 10,000 cap. elevator and 250 ton coal bins; 3,000 bu. corn crib detached from elevr. Ground Feed Wareroom. Situated on Wabash R. R. ground. Retail trade now running better than \$10,000 a month, with prospects of doubling. Stock will invoice \$6,000. Good, prosperous town. Price \$5,000. Closest inspection invited. C. W. Glynn, Sturgeon, Mo.

ONE-HALF INTEREST IN 25,000-BU. Elevator in excellent repair. Heart of wheat and corn belt. Handled \$500,000 business last year, will do more this year. Price \$12,000 cash—no trade considered. Established 20 yrs. Reason for selling, wish to retire. Have feed, seed, flour and poultry and egg business in connection if wanted. O'Connor & Stratton, Hartford, Kans.

GRAIN & COAL BUSINESS for sale. Well improved property, equipped with elevator and mfg. plant, for handling wholesale and retail business, with necessary barns and warehouses. Located one best towns Panhandle. 5-million bu. wheat crop being harvested. Small cash payment will handle the deal, balance on deferred payments that business can easily handle. Particulars Box 145, Plainview, Texas.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

ELEVATORS FOR SALE.

GRAIN BUSINESS and modern terminal elevator making good profits for sale. Easy terms if wanted. Address Link, Box 1, Grain Dealers Journal, Chicago.

50,000 BU. CAP. elevator in Iowa for sale or lease. On line of Ill. Central. Possession immediately. Splendid opportunity. Address Auto Box 12, Grain Dealers Journal, Chicago.

15,000 BU. GRAIN ELEVATOR, Lumber Yard, Coal Yards and Building Material business in good territory for sale. Doing \$100,000.00 business each year. Address J. H., Box 2, Grain Dealers Journal, Chicago.

25,000-BU. CAPACITY ELEVATOR AT MAX, N. D. International line of machinery goes with the deal. Big grain point and good machine business. Price \$12,000. Cash \$7,000, balance terms. Address Ernest Balsukot, Plaza, N. D.

65,000 BUS. ELEVATOR in Cent. Illinois for sale. Building is iron clad; 1/2 million bus. station; one competitor. Would consider a good black land farm as cash. Address: M. M. W., Box 1, Grain Dealers Journal, Chicago.

TWO GRAIN ELEVATORS, 20,000 bu. capacity each; electric power, good coal and feed business. Located in eastern Michigan on Trunk Line R. R. Good wheat and oat section. Good reason for selling. Address H. P. Stoughton, Capac, Mich.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

NEBRASKA 10,000 BU. ELEVATOR including residence and about 25 acres of land. Both in excellent condition. Located in best farming section of Neb. Only elevator in town. Good territory. Address Only, Box 7, Grain Dealers Journal, Chicago.

INDIANA ELEVATOR and residence near Chicago for sale. Also coal, lumber and building material. No competition. 1918 turnover about \$300,000. A money maker. Good school. Reason for selling, ill-health. Address: Big Bargain, Box 1, Grain Dealers Journal, Chicago.

"We have enough answers from our ad in the Journal to hire men for a dozen elevators." Wells-Abbott-Niemon Co.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATORS FOR SALE—Write to Julian L. Buckley, Elevator Broker, David City, Nebr.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

MILLS FOR SALE.

STRICTLY MODERN water power Grist Mill and water right for sale. Old established business. Price \$10,000.00. For particulars address A. E. Fink, Plymouth, Ind.

UP-TO-DATE WATER POWER MILL for sale. Machinery in good running condition. 9 Acres Land, 7 room house, garage and outbuildings go with mill. A. B. Towner, Gorham, Kans.

MILLS AND ELEVATORS FOR SALE.

20,000 BU. elevator, equipped with electric power. Cement block feed mill 20x24 with basement and equipped with 24" 30 h.p. electric mill sheller and crusher. Coal and wood yard. Address Thos. E. Waters, Hastings, Mich.

FIRST CLASS CRIBBED, Galvanized Iron Clad Elevator of about 20,000 bu. capacity; Good Roller Meal and Chop Mill in connection. Storage in plant for 40 tons or more Feed. Equipped for Shelling and Cleaning Grain in transit. 1st class equipment, occupies a city block, on private track of 500 to 600 ft. with room for other buildings; Feed Yards in connection; also Seed business and Custom Grinding. Located in Kansas, on Santa Fe Ry., about 50 miles from Kansas City. Address Bargain, Box 10, Grain Dealers Journal, Chicago.

BUSINESS OPPORTUNITIES.

GOOD, CLEAN STOCK OF HARDWARE and Implements for sale. Located in best of farming community. Wish to retire. Address Lock Box G, Princeville, Ill.

GRAIN, LUMBER, HAY, COAL & LIVE STOCK business for sale with good residence in small town within 50 miles of Chicago. Good building and lots of business. No Competition. Good point for young man to get a good start. Requires \$15,000 cash. Address: James M. McGuire, 422 Postal Tel. Bldg., Chicago.

SCREENINGS WANTED.

CORN, WHEAT, Barley, Seed Screenings, Oat Clips and Elevator Offal. Send average sample. Geo. B. Matthews & Sons, 420 South Front Street, New Orleans, Louisiana.

OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 321 Chamber of Commerce, Buffalo, N. Y.

KEEP POSTED

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Seventy-five Cents for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

..... bus. State

Use Universal Grain Code and Reduce Your Tolls.

MALE HELP WANTED.

ELEVATOR CONSTRUCTION FOREMAN, good wages and steady work for sober and industrious man. Also elevator CARPENTERS and HELPERS. Address or call at Room 3, Grain Exchange, Omaha, Nebr.

SUPT. WANTED for threshing machinery factory, with ability to handle men and manage production. State age, experience and salary. Address: Box "A," Lansdale, Pa.

SITUATIONS WANTED.

AS GRAIN BUYER; several years experience; can furnish bonds. Address: Grand, Box 2, Grain Dealers Journal, Chicago.

AS MANAGER; EIGHT YEARS experience in Grain, Lumber and Hardware. Good bookkeeper. Best references. Address: 1306 Douglas Ave., Ames, Iowa.

AS MANAGER of Elevator or distributing station, wanted by competent man. 12 yrs. experience; 36 yrs. old. Address Manager, Box 2, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN MAN desires position, either solicitor or salesman for some good Grain Co. or Mill. Okla. or Texas. Address: Maple, Box 2, Grain Dealers Journal, Chicago.

AS MANAGER OF AN ELEVATOR, 15 yrs. experience in Grain, Flour and Feed. Prefer Iowa. Good references. 50 yrs. of age. Married, Good bookkeeper. Address Steady, Box 10, Grain Dealers Journal, Chicago.

CAPABLE HUSTLER, exp. several years in all grains; would manage a country elevator in good grain territory. Used to side lines and doing real business. Try me. Address Temperate, Box 1, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN MAN wants a position; thoroly posted on grain qualities and mixing. Is a good merchandiser. Can go to work right away and will consider any market. Now employed and will produce history of satisfactory record. Address: Cupable, Box 2, Grain Dealers Journal, Chicago.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habits. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly.

SOMEBODY'S always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevators For Sale" columns of the Journal.

OFFICE SUPPLIES.

AN AMERICAN ADDING MACHINE, practically new, for sale reasonably cheap. Owner deceased. Mrs. J. E. Peters, Clearwater, Kans.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

BAGS FOR SALE.

SECOND HAND BAGS FOR ALL PURPOSES. Offices: N. Y., Pittsburgh and Utica. Utica Bag & Burlap Co., 438-40 Whitesboro St., Utica, N. Y.

News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago

Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the *Grain Dealers Journal*.

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8¼x13¾ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

Price, \$2.50

Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.

MACHINES WANTED.

ONE STAND of double 9x30 Rolls wanted, this Frame preferred. Also two round reels. W. Boyd Grain & Com. Co., Joplin, Mo.

WANT A 2ND HAND MONITOR Automatic receiving SEPARATOR with disc oiling eccentrics and sieve cleaners, size No. 10, 11 or 12; style "B" preferred, style "A" considered. Care, Box 10, Grain Dealers Journal, Chicago.

MISCELLANEOUS FOR SALE.

ONE SMOKE STACK, 58' LONG, 16" diameter, brich 46x12, made of No. 8 iron, practically good as new, for sale at 7c per lb., FOB cars Westfield, Ind. Goodrich Bros. Hay & Grain Co., Winchester, Ind.

GASOLINE ENGINES FOR SALE.

4 H.P. GASOLINE ENGINE for sale, new, \$30.00. Address Box 157, Xenia, Ohio.

ONE 50 H. P. and one 15 H. P. Gas Engine for sale at a bargain. Mangelsdorf Seed Co., Hutchinson, Kansas.

ONE 17 H. P. GAS ENGINE, shafting, hangers and leather belting for sale. Address Wittwer Bros., 200 E. 7th St., Columbus, O.

NEW AND REBUILT Engines from 1½ h.p. p. Clutch Pulleys, General supplies and Repairs. Bauroth Bros. Co., Springfield, Ohio.

25 h.p. FAIRBANKS Type N. B. Engine for sale. Burns Oil or Gas. Good condition. Have installed motors. Address Mead Grain Co., Ft. Scott, Kansas.

ONE 25 H. P. FAIRBANKS-MORSE Gasoline Engine, Type N, in good running order, for sale. Write us for full particulars. Roe Pugh, Bradford, Ohio.

FOR SALE: One 25 h.p.; one 35 h.p., and one 5 h.p. Miami Gas Engines, in excellent condition. Address: The Shartle Brothers Machine Co., Middletown, Ohio.

OHIO MOTOR CO.'S KEROSENE Burning Engines. 27 h.p. and capable of over load to at least 30. Engine practically new, in good working order. Economical in fuel. Installing smaller engines. Michigan Bean Co., Port Huron, Mich.

ONE 25 H.P. OHIO MOTOR CO.'S GAS ENGINE, equipped for burning kerosene. Reason for selling, installing electric power. Economical in operation and capable of developing at least 50% additional power. Will give price by mail. Michigan Bean Co., Owendale, Mich.

STEAM ENGINES, BOILERS.

ONE 25 H.P. ATLAS ENGINE, in splendid good shape, \$100 FOB cars Westfield, Ind. Goodrich Bros. Hay & Gr. Co., Winchester, Ind.

TWO SECOND HAND 40 h. p. Boilers with fixtures; two second hand 30 h. p. Steam Engines, one second hand 50 ft. Smoke-stack for sale. Address Holmes & Maurer, Lincoln, Ill.

ENGINES WANTED.

40 H.P. CRUDE OIL ENGINE wanted. Good make. Must be in running order and reasonable price for cash. Central states only considered. Enterprise Utility Manufacturing Co., 742 Webster Bldg., Chicago.

MACHINES FOR SALE.

BOWSER NO. 9 Feed Mill in perfect running order for sale. \$25.00. W. A. Meloy, Argos, Ind.

ONE NO. 107 Barnard & Leas Elevator Separator in good condition for sale. Vinita Milling Company, Vinita, Oklahoma.

ONE NO. 4 MONITOR WAREHOUSE SEPARATOR, No. 3928, good condition, for \$150.00. Bad Axe Grain Co., Bad Axe, Mich.

SECOND HAND BAG CLOSING MACHINE in good running order. Reasonable price. J. D. Box 2, Grain Dealers Journal, Chicago.

ONE NO. 3 MONITOR Seed Cleaner in first-class condition with about 15 sets of screens. Sold worth the money. Address Mead Grain Co., Ft. Scott, Kansas.

THE LITTLE GIANT HOT WATER WHEAT HEATER for mills that use gasoline and oil engine power. Uses the hot water from engine. Positively guaranteed. For particulars address The Alton Mill Furnishing Co., Alton, Ill.

GOOD SECOND HAND SCOURERS, Clippers, Separators and Dust Collectors for quick delivery and close prices. White Star Co., Wichita, Kans.

1 NO. 6 MONITOR Combined Corn and Grain Cleaner; 1 No. 1 Invincible Milling Separator; 1 12" Nordyke Marmon Disc Aspirator. All in first class condition for immediate shipment. Address Box M, Grain Dealers Journal, Chicago.

ONE NO. 2 Sidney Oscillating Corn and Grain Cleaner in good condition and one 6-ton Fairbanks Scale in good condition. Richards & Armacost, New Hope Station, Ohio. (P. O. address, Campbellstown, O.)

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiving Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevtr. and milling line. A. D. Hughes Co., Wayland, Mich.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.



Big Stock

MACHINERY

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY

GOOD AS NEW

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 78-B

B. F. GUMP CO.
THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

MISCELLANEOUS WANTED.

ONE REBUILT TRACK SCALE, 100 tons Dead rails, T reg Beam; Automatic Meal sacking scales, 6 to 200 pounds; Roller Mill 9x24 Double; Double Disc Aspirator, 80 bu. capacity; Corn degerminator, 80 bu. capacity, WANTED. Address General, Box 1, Grain Dealers Journal, Chicago.

SCALES FOR SALE.

ONE 22-FT. FAIRBANKS Wagon Scale for sale. Price \$75.00. Horner Elevator & Mill Co., Lawrenceville, Ill.

6,000 LB. FAIRBANKS HOPPER SCALE for sale. Used one year. Address: Grain, Box 1, Grain Dealers Journal, Chicago.

NEW AND REBUILT scales of all kinds. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

RICHARDSON AUTOMATIC BAG SCALE. New. Suitable for track, complete, used 10 days. Very cheap.

NATHAN KLEIN & CO. 210 Center Street. New York City.

DYNAMOS—MOTORS.

THREE 5 H.P. WESTINGHOUSE MOTORS, practically new. Can ship at once. Geo. W. Cole Grain Co., Peoria, Ill.

ELECTRIC MOTORS, Generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machy. Co., 215 Goodrich Place, Kansas City, Mo.

15 H.P. SINGLE PHASE WAGNER MOTOR. 220 volt, 60 cycle, A. C.; right from shop; too small, reason for selling; price right. Railroad Grain Co., Ashland, Nebr.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
2439 N. Crawford Ave. - Chicago, Ill.

LEATHER RUBBER BELTING CANVAS BELTING STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

TEUSCHER AND SON MACHINERY SUPPLY CO.

527 N. Second St., St. Louis, Mo.
Send for No. 18A BARGAIN PRICE LIST

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Directory
Grass Seed Trade

ARNHEM, HOLLAND.
Wm. E. Busgers & Co., European fancy natural gr. ada.

ATCHISON, KANS.
Manglesdorf Seed Co., The, wholesale seeds.
BALTIMORE, MD.
Scarlett & Co., Wm. G., wholesale seed merchants.

BELFAST, IRELAND.
McCauley, Sam'l., Ryegrass & Dogstail.
BUFFALO, N. Y.
Whitney-Eckstein Seed Co. wholesale seeds.
CHICAGO, ILL.
Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.
McCullough's Sons, The J. M., field and garden seeds.
CLAREMORE, OKLA.
The O'Bannon Co., grass seed dealers.
CRAWFORDSVILLE, IND.
Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.
Small & Co., W. H., seeds, grain and hay.
FARIBAULT, MINN.
Farmer Seed & Nursery Co. seed corn & grass seeds.
GIBSON CITY, ILL.
Noble Bros., wholesale seed merchants.

INDIANAPOLIS, IND.
Southern Seed Co., field and garden seeds.
KANSAS CITY, MO.
Harnden Seed Co., field & grass seeds.
Missouri Seed Co., wholesale exports and imports.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.
Chambers Seed Co., grain and field seeds.
Hardin, Hamilton & Lewman, grain & field seeds.
Lewis Implement & Seed Co., field seeds & implements.
Louisville Seed Co., clover & grasses.
Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.
Georgia Seed Co., field and garden seeds.

MILWAUKEE, WIS.
Courteen Seed Co., field seeds.
Kellogg Seed Co., grass and field seeds.
L. Teweles Seed Co., field seeds.

MINNEAPOLIS, MINN.
Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.

NEWBERN, TENN.
NEW YORK, N. Y.
Loewith Larsen & Co., grass & field seeds.
Doughten, Inc., H. W., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants.
Radwaner Seed Co., I. T., fld. & gr. seeds, ex. impts.

OKLAHOMA CITY, OKLA.
State Seed Co., The, garden & field seeds.
PHILADELPHIA, PA.
Philadelphia Seed Co., Inc., The, wholesale field seeds.
ROCKFORD, ILL.
Condon Bros. Seedsmen, garden, field & flower seeds.

ST. JOSEPH, MO.
Chesmore Seed Co., field seeds.

ST. LOUIS, MO.
Schisler, F. & G. S. Co., A. W., seed merchants.
Manglesdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.
Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.
Flower Co., The S. W., seed merchants.
Toledo Field Seed Co., The, clover, timothy.

WICHITA, KANS.
Ross Bros. Seed Co., fld. seeds, alf., kaffir, sweet corn

A. W. SCHISLER FIELD AND SEED COMPANY
53 Years Service Garden Bag or Car Lots
Buyers and Sellers
St. Louis, Missouri

WHITNEY-ECKSTEIN SEED CO.
Wholesale Seed Merchants
BUFFALO, N. Y.
CORRESPONDENCE INVITED

ALFALFA SUDAN
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FEED and SEED
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RUDY PATRICK SEED CO.
KANSAS CITY, MO.

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Field and Garden Seeds—Onion Sets
Write for our Surplus List of Garden Seeds
505 WALNUT STREET KANSAS CITY, MO.

Crawfordsville Seed Co.
CRAWFORDSVILLE, IND.
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Timothy Seed—Medium Red Clover
Shippers of all kinds of Field Seeds.
Poultry Foods—Specialty.
JAMESON HEVENER CO.
St. Paul, Minn.

ROSEN RYE

The highest quality and
heaviest yielding rye ever
grown in this country.

WE ARE HEADQUARTERS

*Bulletin, Sample and Price
on request.*

The C. E. De Puy Co., Seedsmen
PONTIAC, MICH.

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

Farmer Seed & Nursery Co.
Growers of Northern Grown
SEED CORN, CLOVERS, TIMOTHY
AND ALFALFA
FARIBAULT - - MINN

RED
WHITE
ALSIKE
ALFALFA
SWEET } **CLOVERS**

**Timothy, Grass
SEEDS**

CAR LOTS OR LESS

KELLOGG SEED CO.
MILWAUKEE, WIS.

**THE
ILLINOIS SEED CO.**
CHICAGO, ILL.

We Buy and Sell

Field Seeds

*Ask for Prices
Mail Samples for Bids*

Advertising

Must first attract, then interest, and
finally convince. Keep advertising and
the country shipper will give you the
preference.

SEEDS FOR SALE—WANTED

Crimson Clover

White Clover

Orchard Grass

Tall Meadow Oatgrass

Ryegrass

Wm. G. Scarlett & Co.

Baltimore, Md.

The S. W. Flower Co.

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FIELD SEED

MERCHANTS

SPECIALTIES

**RED CLOVER, TIMOTHY
ALSIKE**

**TOLEDO
OHIO**

L. Teweles Seed Co.

Milwaukee

Wisconsin

Headquarters for

**Red, White and Alsike
Clover**

**Timothy and Alfalfa
Seed**

SEED CORN FIELD PEAS

The Toledo Field Seed Co.

Clover and Timothy Seed

**Consignments solicited. Send us your samples.
TOLEDO, OHIO**

MISSOURI BRAND SEEDS

Specialists

**KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS**

**MISSOURI SEED CO.
KANSAS CITY, MISSOURI**

FLOWER, FIELD and LAWN SEED

J. OLIVER JOHNSON

Wholesale

SEED MERCHANT

1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

The J. M. McCullough's Sons Co.

BUYERS — SELLERS

Field and Garden Seeds

CINCINNATI - - OHIO

CHAMBERS SEED CO.

Incorporated

GRASS and FIELD SEEDS

**Combining the resources and experience of
46 years in the seed business.**

Correspondence Solicited. LOUISVILLE, KY.

WOOD, STUBBS & CO.

(Inc.)

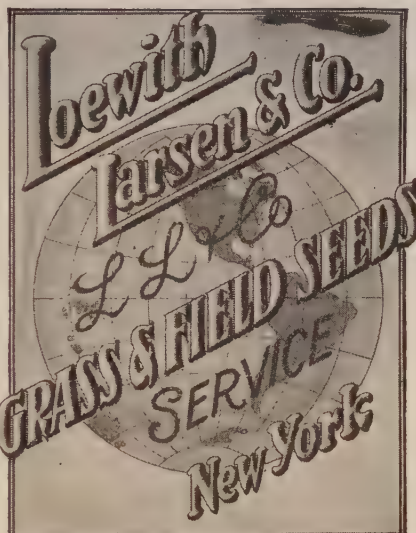
LOUISVILLE, KY.

Ky. Blue — Orchard — Red Top

BUY AND SELL

Also full line Garden Seeds

**By concentrating your advertising in
THE GRAIN DEALERS JOURNAL
you can cover the Grain Dealers
of the country at one cost.**



LOUISVILLE SEED COMPANY

INCORPORATED

LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS

OF ALL VARIETIES FIELD SEEDS

IMPORTERS

EXPORTERS

**GRASS and
CLOVER SEED**

**Buyers and Sellers of Timothy, Red Clover,
Alsyke, Alfalfa, White Clover, etc.**

**NUNGESSER-DICKINSON SEED CO.
New York, N. Y., U. S. A.**

HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER — ALSIKE — TIMOTHY — ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO - - OHIO

WE BUY AND SELL

**Wheat Screenings, Cane Seed, Salvage Wheat
Kaffir Corn. Write or wire for prices.**

HENRY LICHTIG & CO., Kansas City, Mo

SEED

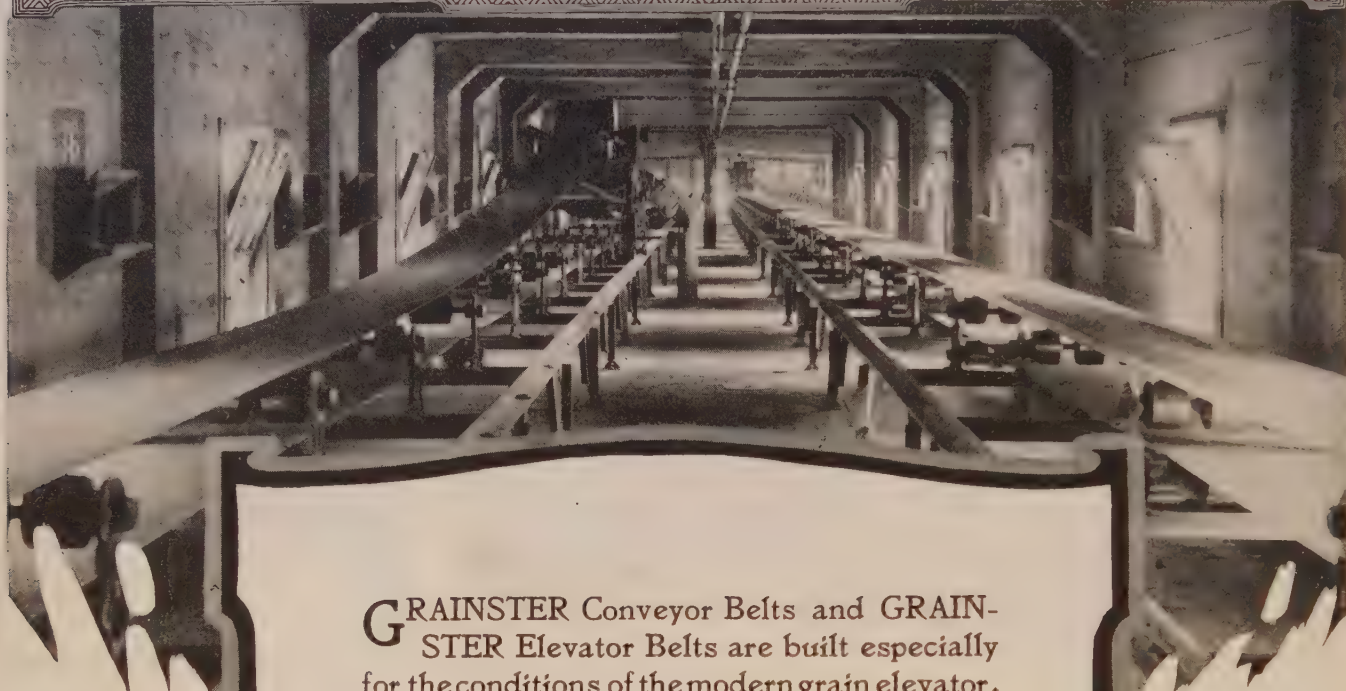
*We Buy
and Sell
all Varieties
of Grass
and Field
Seeds*



The Albert Dickinson Co.
MINNEAPOLIS CHICAGO



Conveyor Belts



GRAINSTER Conveyor Belts and GRAINSTER Elevator Belts are built especially for the conditions of the modern grain elevator.

GRAINSTER Belts combine the skill and experience of five leading rubber belt factories which have specialized on Elevator and Conveyor Belting for Grain Elevators for many years.

These factories produced the first belts ever used in handling grain, and they have ever since kept pace with the increasing demands of grain elevator service.

GRAINSTER Belts represent the latest advanced step in this five-factory development of belt service for grain handling.

United States Rubber Company

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month at
305 So. LaSalle Street, Chicago, Ill., U. S. A.

Charles S. Clark, Manager.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$1.75; two years, \$3.10; three years, \$4.50; single copy 10c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.00; to Canada \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, JULY 25, 1919

DISCOUNTS RECOMMENDED by the Kansas City Zone Agent, given on page 155, merit careful perusal by every grain buyer.

ONLY TEN months more of government regulation of the wheat trade. Dealers desiring invitations to the Release Festival will please send in their names early and avoid the crush.

PUFFING one's goods is a legitimate practice and should not be written up by the Agricultural Secretary in the same pamphlet with those guilty of altering certificates of weight or grades.

THE PROTRACTED drought in the spring wheat sections and in many parts of the corn belt is causing much anxiety. Dealers of these sections will confer a great favor upon our readers by sending in reports on conditions.

A GENTLEMAN usually travelling under the name of Murphy is soliciting subscriptions in the Northwest without any authority from publishers, and without advising them after he collects the money. Look out for him, and call the police when he visits you, unless he proves his authority.

BROKERS will organize for defense against the slow payers and the deadbeats if the suggestion of a Memphis correspondent in this number meets with the response it merits. Most dealers are ever ready to profit from the efforts of the hustling broker, and all but a few recognize that prompt payment for the service encourages him to work the harder. The sharpers who try to beat their creditors should be shown up.

GRAIN DEALERS who choose to handle the farmer's wheat on a commission basis are required by the Grain Corporation to make the same offer to all, and their charge for this service will be subject to review by the vice pres'ts. What next?

A BURNING AIRSHIP falling thru the roof of a Chicago bank and killing fourteen persons reminds us always to be prepared for the unexpected and the unusual. Is your elevator insured against all known hazards? Can you carry the risk for less than the insurance companies will charge?

BOX CARS contracted by the Government have been rejected by the railroads, not because they have plenty of box cars, but because they do not consider the new supply worth the money. In the meantime, the shipping public is suffering from the lack of much needed transportation facilities.

DO YOU KNOW what it costs you to handle grain through your elevator? If not, it behooves you to keep close track of all expenses so that you can determine the cost to a penny, because the Wheat Director may consider your "reasonable margin" exorbitant and request you to justify your margin or refund.

WHEN CARS are short shippers are too willing to accept any old trap in which to load their valuable grain. Altho the grain movement has only started cars are already disappearing from sight and the number of cars "Leaking in Transit" has considerably increased, as shown by our column this number.

HOT SPARKS from passing locomotives continue to find elevators with shingle roofs, and a few such fires are reported in each number of the Journal, notwithstanding the elevator owners pay 50c a hundred additional for their insurance, for the privilege of not displacing the spark-catching shingles with iron.

TESTER KETTLES are not obtainable in any market and manufacturers are one to three months behind on orders, so many dealers will be unable to buy a kettle in time for use on this crop as they are required to do by the contract with the Grain Corporation. Even secondhand testers are being grabbed eagerly.

BUFFALO is much put out by the attempts of the Wheat Director to ignore the claims of that market for recognition, and with many good reasons. Buffalo has elevator facilities equal to the best, and its shipping facilities are such that wheat can be accumulated advantageously and forwarded to other markets on a thru rate.

"HORSES are more economical than trucks," according to a resolution adopted by the Michigan Hay & Grain Ass'n. But that does not make it so. Michigan dealers may have had some good reasons for drafting and adopting a resolution of this character, and if their reasons were such as would stand the light of day they should have incorporated them in their resolution. It is not impossible that their recital might have carried conviction to the minds of other men. The mere statement of the economy does not make it so.

EVERY grain firm who hopes to avoid getting caught twice by the same sharper or crook keeps his "Hall of Shame" corrected up to date and at his elbow. A file of colored cards will often disclose a D. B. long forgotten. Dealers who wish to profit fully by experience can do so only by listing the facts in a form which will be quickly accessible.

TWO MONTHS ago a large holder of May corn at Chicago was compelled by the government to sell out at the prices then prevailing. In view of the much higher prices now prevailing for corn who can say that the Government's action had any useful effect in keeping down the price? It surely injured a speculator, but who was benefited?

THE COST of handling grain thru an elevator is necessary to enable one to determine accurately the margin of profit needed to justify the continuance of the business. Many stations have so much capital and labor employed in the business that the overhead amounts to 10 or 15 cents a bushel, and must be collected before the profit can be realized.

LEAKING CARS are being reported in increasing numbers, proving conclusively that small grain is able to find holes whose existence is firmly denied by the railroad claim agents. Readers everywhere will please keep their eyes open for cars seen leaking grain in transit and report the full particulars for free publication in our "Leaking in Transit" column.

DISCOUNTS on off-grade wheat and especially on hot wheat are making shippers wince and swear. The quality of the present crop varies widely with different localities and many stations are receiving much light-weight wheat. The grading at terminal markets is so rigid this year that the country shipper who does not buy strictly by grade is sure to suffer many heavy losses.

CANADIAN wheat growers quickly will lose their enthusiasm for government guaranty of the price when they learn the mounting Winnipeg quotations for October delivery, closed today at \$2.39, an advance of 19 cents during the first five days of unrestricted future trading. Is the Winnipeg Grain Exchange determined to take the wheat trade away from the U. S. Wheat Director?

THE GRAIN CORPORATION seems to be sorely peeved at the old Williams elevator at Colmar, Ill. Being unable to force the Williams Bros. to refund their meagre profits to the farmers of the community, their license to do business was cancelled, and now the Farmers Co. which succeeded them in the ownership of the elevator is also denied a license and the station is without elevator facilities, to the great inconvenience and loss of the farmers of the vicinity.

DRIERS are being installed by many country elevator operators so that they will not again be forced to load damp and heating grain into box cars with the faint hope of getting enough out of the salvage to pay the freight. The man with a good drier can always place his grain in fit condition to stand shipment. He does not have to assume all the hazards of transportation common to pioneer days in bulk shipping.

THE MICHIGAN Hay & Grain Ass'n has joined the other grain associations in protesting against the activity of the county agents in striving to displace middlemen in the handling of farm products and merchandise. However, it will require continued activity on the part of all merchants affected by this trouble-breeder to teach him the true sphere of his work. Surely merchandising was never intended to be a part of his duty.

MANY COUNTRY elevator men are building commodious offices for the convenience and accommodation of their business interests. Some are building large enough so that they can have three and four rooms. This gives the manager some degree of privacy, so that he can carry on his work without frequent interruptions, and can consummate a business transaction without the entire community witnessing the affair.

WHY do grain growers persist in marketing the best of their crop first. Ask any country buyer and he will explain that the wise farmer expects the buyer to judge the entire crop by the early receipts and the grading obtained on the first shipments. When country elevator men grade all receipts carefully the farmers will exercise greater care in preparing grain for market and the dealer will be surer of a profit on his purchases.

NO INSPECTOR can correctly grade a wagon load or a carload of grain unless his working sample truly represents the fair average quality of the vehicle's contents. Values of all grains are so high that buyers everywhere will be more exacting in the grading than ever. No doubt, every market will have more appeals than on any crop for years. Discounts on off-grades are so heavy on high priced grain that all dealers must in the interest of their own pocket-book keep a vigilant watch of all grading.

DEMURRAGE charges have been reduced to \$2 per day so the h. c. l. will be weakened even tho it does not fall. Now if the Government will just return the wheat trade, the railroads and the wires to private enterprise some real reductions may be expected. Political management and operation of any public utility has always developed as much inefficiency, waste, extravagance and corruption as war. Let business return to peacetime methods and most of the heavy contributions to the h. c. l. will be discarded.

EVIDENCE is reaching us from different sections emphasizing the neglect of many shippers to send any advices of shipments to terminal receivers. Hence they are unable to cooperate to the best advantage for all concerned. Shippers who send mail advices immediately to consignee who is expected to handle their grain, not only make it easier for the receiver, but generally more profitable for themselves. The discussion of this little dereliction on the part of shippers by Cal. elsewhere in this number should serve to prompt shippers everywhere to look more closely to the small practices which contribute largely to the promotion of their own interests. No shipper can expect a receiver to work efficiently in his interests, when the shipper neglects or refuses to keep receiver advised of what is coming.

BUSINESS is sick and tired of Governmental surveillance, interference and regulation. The haughty office holder usually entrusted with the enforcement of the Government's numerous red rules seldom has the authority to be reasonable and often has no conception of fairness or justice. The Government, thru its useless investigations, has greatly increased the cost of doing business to every firm and thereby helped to elevate the h. c. l. The people must pay for the army of barnacles who produce nothing.

ARE YOU keeping fair average samples of all grain over the grading of which you have a dispute with the grower? Some elevator operators are not only keeping samples, but are also recording all the essential details of every transaction, while still others are refusing to have anything to do with wheat when the grower insists on disputing the grade given the grain offered. Dealers who will decline to take into their houses any grain under dispute will relieve themselves of much trouble and many future disputes.

LOANS TO FARMERS by the Farm Loan Banks, the War Trade Board, and any other agencies of the government designed primarily to waste the people's taxes seem to have been unequal to the expectations of the farmers. Through their influence a bill has been introduced in the Lower House appropriating \$5,000,000 which is to be loaned to the farmers of the drought-stricken regions for the purchase of seed. State governments which have attempted the same beneficence in the past have always experienced great difficulty in collecting their money.

FLAG SMUT and Take-All, the two new diseases affecting the wheat in Illinois and Indiana, have attracted sufficient attention so that the state authorities propose to burn over the wheat fields where these diseases have been discovered, and the infected grain will not be permitted to be placed on the market until it has been treated so as to prevent the spreading of the disease. The next time we use imported seed for planting, it might be well to investigate the conditions under which it was grown and treat it with formaldehyde before permitting it to go into consumption.

WISCONSIN correspondent complains in this number of his trouble with weights, and seems disposed to place all the blame on his shipping scale. He may be right, but the man entrusted with the care of the scale may not be blameless. All weighing-machines need intelligent inspection and care. However, any shipping scale can always weigh correctly, and still every grain shipment be short. The car into which the grain is loaded may fail to get the cooping needed to insure the safe transportation of the grain to destination. Railroad yards being seldom well guarded, are doubly attractive to thieves, and grain at the present prices is quite sure to attract more thieves than usual. This applies with equal force to shipments stopped at junction points or in transit, but of course most of the stealing from cars is at destination. If your shipments are always short don't place all the blame on the scales. Look around.

LIGHTNING is causing the usual number of grain elevator fires, proving that many elevator owners are overlooking the 10c credit granted by mutual fire insurance companies for the proper protection of property through the installation of rods. Inasmuch as the saving in the course of a few years would more than offset the cost of the installation, it would seem that every elevator owner would put in a hurry-up call for a complete equipment of lightning rods.

The CANADIAN government has built a number of interior storage elevators, and now has under consideration the erection of a large storage plant at some interior Ontario point. There seems no more reason for any government building grain storehouses than for building storehouses for any other commodity, but after a government gets the habit, reasons are seldom considered. Terminal elevators for handling bulk grain should properly be erected and operated at the expense of the transportation companies. A storage elevator is just as much a part of the railroad equipment as a package or baggage warehouse.

A MILL and elevator company of Minneapolis has had its license revoked by the Food Administrator because it failed to turn over to the Grain Corporation what it deemed should be classed as excess profits. It has always been contrary to the practices of government to require anything so arbitrary without a careful investigation. This action of the Food Administrator savours very much of autocracy, and it would seem only fair that what constitutes excess profits in the business of the offender should be left to a commission of disinterested citizens, and especially citizens who are free from Food Administration bias.

MANAGERS of co-operative elevators or agents of line companies cannot afford to buy or accept as a gift stock in a commission house to which they will be expected to consign the grain of their employers. Even though a few cars were so handled at a fair price for the account of the owner, still the deal would always smack of crookedness, and the managers or agents would be suspected of having diverted the shipment to their commission house in the interest of their own purse. While the rules of some exchanges may permit the operation of a commission company so organized, the toleration of such transactions bids fair to breed trouble for all concerned.

ACCIDENTS REPORTED in this number, and in fact, in every number for the last few months, would seem to indicate that elevator men are not exercising the caution needed to prevent most of the accidents. Open bins and wells should be just as carefully protected as moving machinery, else men in a thoughtless moment will drop in, to their own disaster and those dependent upon them. Such accidents can be much more easily and less expensively prevented than can the injuries be remedied. Inspect your plant now, and guard against the crippling of your business, yourself or your employees from the occurrence of any of the well-known accidents.

Government "Supervision" of Industry.

In its weekly News Letter of July 9 the U. S. Dept. of Agriculture lays down the dictum that "The United States will never have a satisfactory and permanent solution of the meat problem until the manufacture, sale and distribution of meat products are officially supervised by authorized agents of the government, working in co-operation with state and municipal authorities, whose only aim is to serve the public at large and not in any particular class."

This propaganda coincides with a determined effort to enact the Kenyon bill, S. 2202, providing that no one who is not licensed by the Sec'y of the Department of Agriculture can buy, sell or ship dairy products, poultry or poultry products in excess of \$500,000 a year, live stock or products, conduct a live stock commission business, or collect or distribute live stock market quotations or market news.

Apparently harmless on the surface this bill will make it possible for the Sec'y to cancel a license when the holder thereof has failed to comply with any of the petty regulations that are certain to be promulgated in true Prussian autocratic style. It establishes some narrow-minded employe of the Sec'y as a censor of market news, as the publisher of a market newspaper will be deprived of his license if he does not please the autocrat.

This bill empowers the Sec'y to regulate the price of meat and to prescribe every detail in the operation of the packing houses, and to see that his regulations are enforced, the effect being to give employment to an army of useless, tax-eating federal employes and build up another great political machine.

The sophistry upon which the whole propaganda rests is exposed by reference again to the News Letter of July 9 stating "Meat prices to the consumer are so high that he is denying himself, and so low to the producer that he is actually losing money." That supervision by the politicians will give the producer more for his cattle and yet allow the consumer to get his meat for less, is an unwarranted assumption that should be challenged in an impartial inquiry. It has no foundation in fact and an analysis of the handling of meats gives the lie to the assumption. Eighty-five per cent of the proceeds of the sale of packing house products, and by-products, are paid by the packers to the producer. The high cost of the meat to the ultimate consumer is due to high cost of retailing, tho the packers forbear to press this point. The cost of retailing is so high that some retailers can not stay in the business unless they add 48 per cent as margin. Will federal supervision of packing houses reduce the retailer's big margin? No, it would add much to the cost of doing business.

Instead of regulation by bureaucrats, changing with each change of administration, the industries of the country need freedom of competition thru the enforcement of laws against monopoly. If the people believes that trade is monopolized by corporations engaging in more than one line of business

then Congress can enact a law prohibiting the packers engaging in the grocery or any other business. Let us not increase our army of bureaucrats, nor increase the cost of doing business by issuing another volume of red tape regulations each month.

More Accuracy in the Grain Business.

While the grain dealers of the country have been advancing rapidly in business methods and efficiency during the last ten years, it is safe to say that most of his progress has been attained during the last two years.

Buying and storing by grade, cleaning and blending to obtain uniform quality of shipments, installing up-to-date mechanical facilities for handling the grain economically and modern office appliances for facilitating the systematic recording of all the essential details of each business transaction.

In the olden days the banker or merchant did all the bookkeeping the grain dealer thought necessary. He weighed the grain and made out a scale ticket and the banker paid the money. What was left on deposit at the end of the season was known to be profits.

Buying and accounting by guess was the common practice years ago, but today no dealer who is anxious to keep his working capital and add something to it would think of attempting to do business by the slipshod methods of the past. The dealers of today are keeping accurate records and watching closely each transaction in order that the unprofitable business may be dropped or handled more efficiently and the profitable lines pushed to the fore.

Did you ever make money handling tile?

The Dishonest Claim Agent.

A western claim agent has found a new excuse for cheating the patrons of his road out of what is justly due them. This is reported in our "Letters" Column of this number by the sufferer. The claim agent put off the claimant from time to time with various excuses until two years and a day had expired, and then immediately sought relief behind the clause in the bill of lading which outlaws all claims which have not been adjusted within that period. This species of cowardice is in keeping with many of the acts of railroad claim agents since the government took over the railroads.

If the claim agents do not soon reform and handle cases entrusted to them more in keeping with the law and the dictates of justice, they will soon be an ostracised clan, fit company for thieves and hold-up men, scorned in the street and denounced in public. Many of the dishonest practices they have indulged in during the last two years ill-become any man who is ambitious to walk erect in public places and look his fellowmen in the eye. Some of them doubtless would experience much difficulty in gaining admission to the Ancient Order of Horse Thieves.

If the railroads persist in expecting or demanding that their claim agents indulge in so many petty, pilfering practices in order to defeat the honest claims of shippers, the time will not be far distant when they will experience much difficulty in finding enough dishonest men to conduct the claim offices.

The Advance in Premium for Wheat.

The promised advance in premium over the guaranteed price of wheat which the grain trade has been expecting, will not go in effect until August 15 at the earliest. It seems that the Wheat Director has not been able to buy much wheat; hence, he is laboring under the impression that grain is still being held on the farm, so he sees no need of offering a premium for holding it on the farm. However, country elevator men whose houses are full, may be able to collect a small carrying charge from the Grain Corporation if they are persistent in their demands for recognition.

A shortage of cars is already reported from many interior stations of Illinois, and some shippers report that half the cars being offered are unfit for loading grain. This neglect on the part of the car-repairing department is in itself sufficient to cause a car-shortage even with the normal crop.

Grain dealers will never get the recognition they are entitled to from the Grain Corporation until they persist in repeating the story of their losses and hardships due to government interference. Most lines of trade are free from this rasping burden of the war, but the grain trade cannot expect complete relief unless the demand runs away with the market, and shippers are permitted to sell to whomsoever they desire.

Discounts on Off Grades.

Country elevator operators recognize the wide variation in the quality of this year's wheat crop and are already taking the precaution of discounting liberally on wheat which will not grade No. 1. The grading in the central markets has been so uncertain that few dealers can afford to take chances, hence will play safe on every purchase. In view of the small margin they are permitted to make at any time, it would seem necessary that they exercise greater caution against suffering losses than ever.

The beneficent government is not disposed to play fair with the grain dealers. It limits them to a very narrow margin of profit and persists in trying to bulldoze those who exceed the narrow margin into refunding to the farmers. However, any loss sustained by the grain dealer is his own. He can keep that, and neither the government nor the farmers will make any effort to take it away from him or to reimburse him. Hence if he is to come out even at the end of the season, he must play safe on every transaction.

Judging from the newspapers, the Chief Grain Inspector of Kansas is attempting to blame Kansas elevator men for undergrading and overdiscounting all of the wheat they have received. Anyone identified with the grain business knows that broad charges of this character are untenable and unreasonable. Some dealers in their attempt to play safe, may have erred on the side of safety, but competition will crowd most of them into paying more for the grain than the guaranteed price justifies.

WHAT WILL Barnes do to the dealer who happens to have his house full of wheat worth \$3.00 per bushel on the day government control expires? What can he do?

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Trouble with Weights?

Grain Dealers Journal: We installed an automatic scale about four years ago, and we are having constant trouble with weights at other ends, that is, at terminal markets as well as at local points. Our weights are always short. Can the Journal give us the names of other makers of a better type of automatic or other scales? We are sorry we ever installed one.—Niebuhr & Son, Fall Creek, Wis.

Ans.: First explain the situation to the manufacturer of the scale and he will tell you what is wrong or send one of his experts. The scale you are using seems to be giving good results with other shippers, so there must be something wrong with the local installation or operation. Even an automatic scale requires attention. For example, a scale that is working perfectly as a mechanical device will give erroneous weights if the operator fails to change the compensation when changing from wheat to oats or vice versa, as the weight of the dribble in suspension, that is to be allowed for, varies according to whether the grain is light or heavy. Names of manufacturers of other scales will be found in the advertising columns of the Grain Dealers Journal.

Horse Power Required for Leg?

Grain Dealers Journal: What is the horse power required to operate a high speed leg, 140 ft. high, head pulley diameter 60 inches; r. p. m. 50; V-shaped buckets 6x9 inches, placed 6 inches center to center; rated capacity 3,000 bus. per hour?—Mangelsdorf Seed Co., Atchison, Kan.

Ans.: The elevator leg specified should require about 18 h.p. for its operation, based on the handling of 3,000 bus. of wheat per hour. The figures are based on wheat, as at 60 lbs. per bushel it is heavier than any other grain and will make the results safe to rely upon.

The rule for figuring this is as follows: Multiply the number of pounds elevated per minute by the number of feet of lift, and divide by 33,000, the number of foot pounds representing a horsepower. The theoretical horsepower requirement is thus obtained. To it should be added 40% for friction loss due to belt slippage, bearing friction, pulling of the buckets thru the grain in the boot, etc.

The problem given would stand as follows: 2,000 lbs. multiplied by 140 ft., giving 420,000 foot pounds. Dividing by 33,000, the theoretical horsepower is found to be 12.72. Adding 40% gives 17.8 horsepower. For practical purposes, a prime mover developing 18 h.p. would be chosen.

Placing of Electric Motor.

Grain Dealers Journal: We are going to install an electric motor in our plant soon and I would like to know the best place to install the motor. Our plant has 25,000 bus. capacity, with one leg and is operated upon the gravity plan. Our kerosene engine and rope drive have given a good deal of trouble and I would like to install the motor overhead, if it is possible to do so, leaving the engine for emergencies.—M. B. Hyde, mgr. Shontz, Davis & Co., Smithshire, Ill.

Ans.: An electric motor can be placed almost anywhere, for convenience, and overhead when desired. To reduce the first cost small motors are used, developing the power required, at high speed. To reduce to the speed of the head pulley shaft intermediate gearing, belting or sprockets are used, so that the shafts of head pulley and motor are best placed parallel and far enough apart to accommodate the style of transmission and reduction chosen. Thus the motor need not be directly over the leg, but may be either to the right or left, out of the way but not inaccessible for easy oiling or cleaning and inspection.

The rules prescribed by the mutual grain and mill fire insurance companies for the installa-

tion of electric motors should be followed. Valuable information in "Motors Best for Grain Elevators" is given on pages 796 and 797 of the Grain Dealers Journal for May 10, 1919.—F. E. B.

Claim Agents Persist in Shrinkage Deduction.

Grain Dealers Journal: Some time ago the Journal printed an article or two regarding deduction of $\frac{1}{8}$ of 1% on bulk grain being demanded by the railroad companies, account natural shrinkage. Kindly advise us whether or not this law or order continues to stand, and whether or not shippers or receivers are permitting the railroad to settle damage claims on the basis of deducting $\frac{1}{8}$ of 1% on account of natural shrinkage.—The Saratoga Milling & Grain Co., Saratoga Springs, N. Y.

Ans.: There has been no change for two years past in the situation with regard to the natural shrinkage deduction.

No railroad company has established its right to deduct from damage claims any alleged shrinkage; but some continue to make the deduction. Shippers who wish to recover the full amount of their loss still have the right to refuse to settle for less and to bring suit for the full amount.

The suit brot by the big elevator companies in the Illinois court to do away with the unjust dockage for natural shrinkage has not yet been decided. Prior decisions have all been against the carriers.

Speed for Elevator Leg.

Grain Dealers Journal: We have an elevator leg with 6x11 Salem cups spaced 15 in. running over an 18 in. pulley in the boot and a 48 in. head pulley with a 75 ft. lift. What is the highest speed at which this belt can be run, what will be its capacity per hour and what size motor will be required to run it? We expect to put the motor in the cupola and reduce the speed by the use of one jack shaft.—The Burlington Equ. Ex. Co., Burlington, Colo.

Ans.: Practical experience has shown that to discharge properly over a 48-inch head pulley the belt should run 420 to 430 feet per minute. There are several V-shaped buckets that allow a higher speed.

A 6x11 Salem bucket holds 193 cubic inches, and the capacity of the leg is determined by the number of buckets passing a given point in an hour. Traveling, say, 425 ft. per minute the belt will travel 25,500 ft. per hour, and with buckets spaced 15 inch centers about 20,000 will pass a given point and elevate 2,236 cubic feet, and as a bushel is 2,150.42 cu. ins., this would be 1,800 bus. per hour.

In the 75 ft. leg there would be 60 loaded buckets, containing a dead weight of nearly $\frac{5}{8}$ bus., or 330 lbs. of wheat, to be raised 425 ft. per minute. One horsepower is 33,000 lbs. raised one foot in one minute, so we divide the product of 330 times 425, 140,250, by 33,000 and get the horsepower, 4.25. Adding 40 per cent for friction gives 6 h.p. as the actual power required. The $\frac{7}{8}$ h.p. motor is a common size and should take care of any overload.

Decisions on Loss and Damage Claims.

Grain Dealers Journal: The trade papers have recently stated over and over again that railroad claim agents cannot rightfully decline loss and damage claims upon the plea of "perfect seal record." It is up to us to file suit upon a number of claims declined upon this particular plea.

It is desirable that we place in the hands of our local attorney something authoritative and recent which is in line with the contention that these claims can be collected thru local courts and we are asking whether the Journal can provide us citations which will serve us in the premises.

We have but a few hundred dollars involved in these claims, but we desire to strengthen our position before claim agents by collecting these claims in the court house if possible.—F. X. N.

Ans.: A "perfect seal record" has no standing in court as against a shipper's proof of how much grain was actually loaded in to the car. There is no decision of the courts on record where the railroad company won on a perfect seal record. Judgments have been given against carriers for loss of grain in transit in the following cases, which have been reported in the Grain Dealers Journal from time to time:

Watson v. M. K. & T. Ry. Court of Civil Appeals of Texas. 157 S. W. 438.

Northwestern Elvtr. Co. v. Great Northern Ry. Supreme Court of Minnesota. 141 N. W. 298.

St. Anthony & Dakota Elvtr. Co. v. Great Northern Ry. Supreme Court of Minnesota. 149 N. W. 471.

National Elvtr. Co. v. Great Northern Ry. Supreme Court of Minnesota. 163 N. W. 164.

Same parties, 164 N. W. 79.

Morris v. Minneapolis, St. Paul & Sault Ste. Marie Ry. Supreme Court of North Dakota. 141 N. W. 204.

State Elvtr. Co. v. Great Northern Ry. Supreme Court of Minnesota. 158 N. W. 399.

Liability for Deterioration?

Grain Dealers Journal: A grain dealer agrees with a farmer on price of a car of oats before they are threshed. After threshing, the oats lie in the field and are rained upon. The farmer hauls them in and the first three or four loads are sampled by the grain dealer A, and his competitor, B.

A makes his competitor, B, a price to take them on home weights, nothing being said about the sample grade, nothing being said about moisture in the oats, as but little moisture was apparent in the oats sampled. B accepts the offer.

B loads the oats in a car and ships them and after 7 days they arrive at destination and are reported in bad condition, some of them rotten and musty. After the destination buyer talks it over with B over the 'phone claim is made against B for quite a loss.

Is A justly liable to B for all or part of the loss? After first few loads of oats were sampled together by A and B the remainder were not looked after nor sampled, A having considered the oats the property of B, and B had other business which called him out of town.—J. H. Tanner.

Ans.: By loading the oats into a car without objecting to the condition when the wagons were dumped B lost the little right he had to make claim on A. B's claim on A could be based on a sale by sample, and if the subsequent wagonloads of oats were inferior to the three loads sampled B could refuse them. But there is no evidence that the oats were inferior to sample; and the moisture in the three loads sampled may have been sufficient to have caused the subsequent deterioration, in which case B can charge his loss to his own poor judgment.

In the absence of misrepresentation or fraud a buyer who accepts merchandise after sampling and inspection can not rescind his contract or make claim for losses following his handling of the property.

BUSINESS MESSAGES IN PLAIN ENGLISH OR FRENCH may now be sent to all parts of Germany. Personal messages or personal matters in business messages not permitted. Messages must be signed at least with surname. Rate is 7 cents per word more than the rate to London. Code address is not permitted.

Minneapolis to Fight Rate Adjustment.

W. P. Trickett, manager of the Minneapolis Traffic Ass'n, and John G. McHugh, sec'y of the Chamber of Commerce have proposed to Edward Chambers, director of traffic of the U. S. Railroad Administration, that the Minneapolis-Chicago differential on grain be made 9 cents per 100 lbs., instead of 12½ cents, as recommended by the railroad companies.

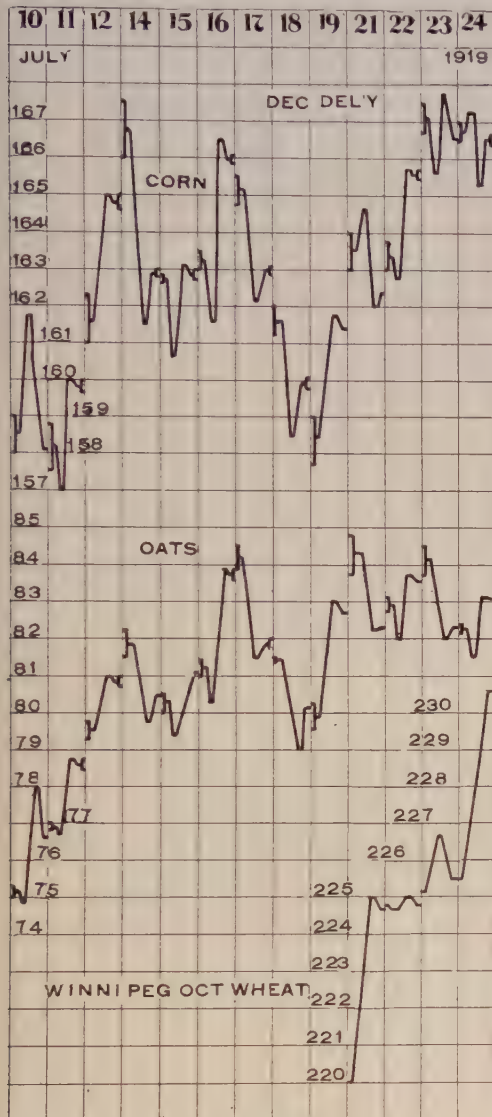
The railroad men allege that the present differential is too low and discriminates in favor of Minneapolis and St. Paul at the expense of the carriers.

J. C. Andrews, vice pres. of the Minneapolis Traffic Ass'n, says: The enforcement of the recommendation would have the effect of destroying the grain and milling industries of the city. Gradually the different milling and grain firms of the city would be forced to go out of business because of the advantages given by the rates to their competitors of St. Louis, Omaha and other cities.

F. A. Hallet says Minneapolis suffers a discrimination of 2½ cents per 100 lbs. compared with Omaha in the rates from points in South Dakota, normally in Minneapolis territory.

Chicago Futures

Opening, high, low and close on corn and oats for the December delivery at Chicago and on wheat for the October delivery at Winnipeg are given on the chart herewith.



Coming Conventions.

Aug. 16.—New York State Hay & Grain Dealers Ass'n at Syracuse, N. Y.

Oct. 13, 14, 15.—Grain Dealers National Ass'n at St. Louis, Mo.

BRITISH CENSORSHIP of cables was discontinued at midnight July 23. Restrictions on private codes have also been removed.

Daily Closing Prices.

The daily closing prices for oats and corn for September delivery at the following markets for the past two weeks have been as follows:

	July 10	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23	July 24
Chicago	75 1/4	76 1/4	78 1/4	78 1/4	78 1/4	81 1/4	80 1/4	78 1/4	80 1/4	80 1/4	81 1/4	80 1/4	80 1/4	80 1/4	80 1/4
Minneapolis	75 1/4	73 1/4	76 1/4	75 1/4	75 1/4	78 1/4	76 1/4	75 1/4	77 1/4	77 1/4	78 1/4	76 1/4	76 1/4	77 1/4	77 1/4
St. Louis	75 1/4	76 1/4	78 1/4	78 1/4	78 1/4	82 1/4	80 1/4	79 1/4	81 1/4	81 1/4	82 1/4	80 1/4	80 1/4	81 1/4	81 1/4
Kansas City	72 1/4	76 1/4	78 1/4	78 1/4	78 1/4	81 1/4	79 1/4	77 1/4	79 1/4	79 1/4	80 1/4	80 1/4	80 1/4	79 1/4	79 1/4
Milwaukee	75 1/4	76 1/4	78 1/4	78 1/4	78 1/4	81 1/4	80 1/4	78 1/4	80 1/4	80 1/4	81 1/4	80 1/4	80 1/4	80 1/4	80 1/4
*Winnipeg	80 1/4	81 1/4	84 1/4	83 1/4	84 1/4	86 1/4	86 1/4	84 1/4	84 1/4	84 1/4	87 1/4	87 1/4	87 1/4	87 1/4	87 1/4

SEPTEMBER CORN.

	July 10	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23	July 24
Chicago	193 1/4	192 3/4	195 1/4	195 1/4	195 1/4	196 1/4	194 1/4	190 1/4	190 1/4	193 1/4	194 1/4	194 1/4	194 1/4	195 1/4	195 1/4
St. Louis	192 1/4	192 1/4	195 1/4	195 1/4	195 1/4	196 1/4	194 1/4	191 1/4	191 1/4	195 1/4	196 1/4	196 1/4	196 1/4	197 1/4	197 1/4
Kansas City	192 1/4	192 1/4	195 1/4	195 1/4	195 1/4	196 1/4	194 1/4	189 1/4	190 1/4	192 1/4	194 1/4	194 1/4	194 1/4	195 1/4	195 1/4
Milwaukee	193 1/4	193 1/4	195 1/4	195 1/4	195 1/4	196 1/4	194 1/4	190 1/4	190 1/4	193 1/4	195 1/4	195 1/4	195 1/4	197 1/4	197 1/4

OCTOBER WHEAT.

	July 10	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23	July 24
Winnipeg	224 1/4	224 1/4	225 1/4	225 1/4	225 1/4	225 1/4	225 1/4	225 1/4	225 1/4	225 1/4	225 1/4	225 1/4	225 1/4	225 1/4	225 1/4

*October delivery.

Demoralized Money Market.

European nations are now under heavy obligations to the United States. Their credit has been strained almost to the limit, but plans are under way to further finance the rehabilitation of war-torn nations abroad. When such plans are formulated and under way the money market may take a definite stand, but at present the value of money in foreign countries is fluctuating rapidly and causing a hazard to the grain exporter never before equalled.

The United States controls the finances of the world and also the production of raw materials, a situation never before held by one nation. This fact makes the United States not only the supreme factor of the markets of the world, but the ruler of markets as well.

The grain exporter must stop before he makes a deal with some foreign nation and virtually ask what kind of money they will give in return. An Englishman may say he will give payment in pounds sterling, normally \$4.86 in U. S. money, but now worth around \$4.38. If the American exporter agrees to receive payment on the \$4.38 pound basis, and starts the cargo of grain across the ocean, he is likely to see the value of the sterling pound drop to \$4.20 or even lower and when payment is made and exchange received in this country his profits will have been wiped out by the decline in the money market. The wide and rapid fluctuations form a hazard American exporters are not inclined to take.

Instead of getting back to work, the foreign nations are undergoing a period of unrest, political uncertainty, and non-production. This lack of production is making the situation more severe daily, and instead of recovering, every day of idleness is augmenting higher prices, depreciating currency value, and making the credit of Europe poorer and poorer.

The United States must and will finance Europe in their reconstruction work, but some plan must be evolved to establish European credit on a sound basis to give our exporters of grain and other commodities confidence in their trades and do away with the hazard caused by a demoralized foreign exchange market.

Coming right down to the actual workings of this unprecedented condition, one exporter figured out that foreigners must pay a premium of 11% for grain bot in the United States, or an amount equal to 14c per bus. on oats and 30c per bus. on corn.

Following are quotations for foreign exchange compared with normal rates:

	Checks.	Cables.	Normal.	Discount.
London, sterling...	4.38	4.34	4.86	10.32%
Paris, francs....	7.04	7.05	5.18	27.50%
Italy, lire.....	8.52	8.65	5.18	39.70%
Germany, marks...	7.85	23.82	71. %
Austria, crowns...	3.85	20.26	7.35%
Spain, pesetas....	9.10	19.25	19.30	.25%

FOURTEEN MEN HAVE RECENTLY been examined for approval as inspectors for the National Hay Ass'n. This makes a total of twenty-five ass'n inspectors.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

A., T. & S. F. 33133 on the Illinois Central at Rockwell City, Ia., was leaking wheat at a patch on one end of car, and at a small door on other end; not freely at either place but looks like patch might become worse.—C. W. Kellogg, mgr. Rockwell City Elevator Co.

U. P. No. 111231 passed north thru Delavan, Ill., on C. & A., leaking wheat on the west side, July 21. Train did not stop.—H. B. Price, sec'y and mgr., Farmers Elevtr. Co.

N. Y. C. 98763 passed by I. C. depot in Decatur, Ill., July 20, at 5 P. M., leaking yellow corn from side of car that had a loose lining. It was a bad leak.—L. P. B., mgr., La Place Co-operative Grain Co., La Place, Ill.

Penn 335989 passed thru here leaking wheat at one end.—Marietta Stock & Grain Co., Marietta, Kan.

B. & M. No. 49,957, eastbound, passed thru here July 17 on the Frisco leaking wheat badly at the corner of the car. There was no chance to repair it as the train did not stop. This car was observed by our elevator foreman, Chas. Huff.—Geo. F. Milbourn & Son, Fairland, Okla.

L.V. No. 69118 was seen to be leaking at the draw-bars when it passed thru Lepsic, O., July 18. Wheat was leaking at a rapid rate, almost a gallon having leaked out in the few minutes we noticed it from our elvtr. Too bad about the condition of some of the cars we are given to send grain in.—C. A. Hiegel, Nickel Plate Elvtr.

Southern No. 132,894 passed thru Kress, Tex., July 18, and was leaking wheat badly thru the floor. Attention of the conductor was called to the fact, but we do not know whether the leakage was stopped.—Cobb Grain Co.

M. K. & T. No. 93,556 was leaking corn badly at the side of the car at Everest, Kan., July 16. Man now looking it up.—E. Johnson.

C. P. No. 145,604 passed thru Indianola, Ill., July 8, 1919, leaking corn badly at the corner.—Alvah Daugherty, Block Elvtr. Co.

N. Y. C., No. 26,420 passed thru Crescent City, Ill., July 12, leaking at the end. The end post appeared to be broken. It was loaded with oats and was going east on the T. P. & W.—Crescent City Farmers Elvtr. Co.

C. M. & St. P. No. 203,225 or 203,205 passed thru Reeseville, Wis., about July 7 leaking wheat freely on north side of car near a board nailed to sheeting on outside of car. We could not make out exactly what the number was because the board was nailed partly over one number.—Reeseville Elvtr. Co.

Penn., No. 559,421 was leaking corn July 1 when train stopped here. The leak was stopped by the train crew. Hummel Lumber Co., London Mills, Ill.

Big Four car No. 46,683 loaded with mixed corn was set out at Lyons, Neb., by the C. B. & Q. for repairs. It was leaking badly and the corn was hot in the car. The car appeared to have been loaded somewhere in South Dakota.—A. Moseman, Lyons, Neb.

Our Callers

- A. Fairchild, Tefft, Ind.
- Ed. Harris, Mt. Ayr, Ind.
- C. E. Nichols, Lowell, Ind.
- D. L. Mowbray, Creston, Ill.
- J. F. Hubbard, sec'y Piqua Malt Co., Piqua, O.
- Charles Wilson, sec'y and mgr., Ritchie Grain Co., Ritchie, Ill.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A Big Car of Corn.

Grain Dealers Journal: Readers of the Grain Dealers Journal may be interested to hear of a very large car of corn which we unloaded at Argo on July 19, car N. Y. C. 125326, containing 140840 lbs. of corn, or 2515 bus., for which we issued to the seller check for \$4,425.90. We do not know that this is a record by any means; but it certainly was a good-sized car of a valuable commodity.—Corn Products Refining Co., F. G. Coe, mgr grain department, Chicago, Ill.

New Orleans Has the Facilities.

Grain Dealers Journal: If we can get vessels and the wheat tributary to New Orleans we can unload 800 cars per day, load 15 vessels at the same time in different berths and can give them over 300,000 bus. per hour.

New Orleans, exclusive of oats, barley and rye, cleared three vessels on June 7, 8 and 10 with wheat for France, aggregating 871,825 bus.

If rates are so fixed that grain must move unnaturally we can expect unnatural results and extravagant experiments.—J. W. Barr, New Orleans, La.

Good Crop from Leaky Car Sowing.

Grain Dealers Journal: We are sending, by parcel post, sample of the growing wheat and oats cut in the yards and along the right-of-way of the railroads coming into St. Louis. The sample wheat was cut before it was ripe and consequently shows shrunken grain.

I do not like to become reminiscent about unpleasant things, but you will recall that we had a few leaking cars last year and some of the grain that fell on good ground is now ripe for harvest; this no doubt has been omitted from the acreage usually reported, but would make a considerable amount if it could be gathered and included in the statistics. Some of the leaking cars we found at that time should never have been loaded, but as a result of the exigencies then existing many of the shippers took a gambler's chance, to their sorrow.

I have great sympathy for the fellow who has not good weights or does not know how much he actually loads into a car; not that he deserves it, but because he should know better after these many years of incessant hammering on the subject of grain leakage. Every shipper should be careful in his selection of cars for loading and how he coopers them, but the one who has no accurate means of knowing how much he loads should be doubly careful and sure that the cars are grain tight, or he will be barking up the wrong tree when he tries to collect a claim these stressful times.

We note that the carriers in their admonitions recently issued to shippers on this subject advise the tapping of sides with mallet or hammer after loading, for the purpose of locating leaks under loose sheathing. This is very good advice and practically sensible, but seems inconsistent with what they advise when car is inspected under supervision of Board of Trade Weighing Department at Terminal Markets, for they have recently declared themselves as being vigorously opposed to any hammer or mallet test in determining whether a car is grain tight or not, and it would appear that what is right on one end is all wrong at destination. Yours truly,

John Dower, Supervisor, Dept. of Weights, St. Louis, Mo.

Want New Scale Tickets and Record Books.

Grain Dealers Journal: Under the contract recently proposed between the Grain Dealer and the Grain Corporation certain records are required, all of which are not provided for, we believe that in most Scale Books some facts asked by the wheat Directors are not recorded. It looks to us as though we will need a register for loads from farmers in the order received, giving date, name, market price, test weight, grade, quantity and dockage or grading when same is independent of test weight, that is involving the presence of foreign seeds, bad condition, moisture, etc.—Blish Milling Co., Seymour, Ind.

Suggestion for Wheat Scale Ticket

Grain Dealers Journal: We will give you below the information that the government obliges wheat buyers to furnish this year. You will plainly see that it will be necessary to get out an entirely new book for the year and some people seem to think this information belongs on tickets anyway at all times, so perhaps this scale ticket will be in favor long after present regulations terminate. All wheat buyers will have to use them.

Grade—test—Price — Dockage—Onions, — Smut—Condition—and Sacks—and ticket shud show both driver and sacks on or off. All information on both stub and ticket.—A. W. Yantis, City Mills, Fulton, Mo.

Dead Center Track Scales.

Grain Dealers Journal: I have read an article in the Grain Dealers Journal describing the so-called "Dead center track scale" designed by the Burrell Engineering & Construction Co., and would call attention to one most objectionable feature of this style of scale, namely, the extension lever.

The Board of Trade and other authorities that have prepared specifications for grain weighing have unanimously agreed that the use of extension levers in connection with track, hopper, and wagon scales is always objectionable; and some of these bodies have refused to permit scales with which such extensions are used to remain in service for grain weighing. The reason for this is that it is difficult to manufacture extension levers which will be sufficiently free from deflection, and it is difficult to secure rigid supports for such levers. The number of bearings in the scale mechanism is increased, and the effects are more perceptible. In the case of hopper scales, the additional objection exists that the weighman at the beam does not see the scale or the hopper, nor does he usually control the admission or discharge of grain.

The fact that such installations as have been made are at remote points which do not come directly under jurisdiction of Board of Trade weighing authorities as at present constituted, does not seem to justify the installation of weighing apparatus which these authorities have condemned as inadequate within their jurisdiction.

In 1900 a dead center track scale similar in all respects to the one described was installed at the National Soldiers' Home in Danville, Ill. This scale was designed for weighing coal, and the space between the two scale platforms is occupied by a receiving hopper into which coal is unloaded from cars.

Numerous installations of the same type have been made, among them quite a large and elaborate one, installed for the Central Heating Co. of Detroit.

Altho sufficiently accurate to weigh a commodity costing as coal does only one-half cent a pound, the dead center track scale can not be recommended for weighing grain that costs \$80 a ton.—I. Beam.

Brokers Suffer from Slow Pay.

Grain Dealers Journal: This is an open letter for everybody. Jobbers who read it kindly give their opinion, brokers who read it kindly write to five of their representatives.

When a broker makes a bona fide sale, and it is accepted by responsible parties as a sale, his brokerage is due the first of the month following. Consigned cars carry their own payment of brokerage, sales in future car lots must wait for the size. Future sales by the bulk quantity can be paid at once. However, some shippers take three or four months, and others wait until their drafts are paid.

In 1917 I was robbed of about \$1,000 in Oklahoma, and of lesser amounts in other states.

My earnings in June were fair, my receipts would not pay my telegraf bill, and it is the 17th of July. It is my opinion that brokers over the country should get together on this matter, form an organization, employ a good lawyer to act for the organization at the joint expense of all the members, and institute a much needed reform. Yours truly, E. W. Wyatt, Memphis, Tenn.

Insurance Against Flood Loss and Forged Bs/L.

Grain Dealers Journal: From a sound business standpoint, protection of grain dealers against loss because of floods, cyclones, and forged or bogus ladings, is just as important and necessary as fire, accident, or life insurance. Just because one has lived from 30 to 50 years without ever having suffered loss from fire is no argument for refusing to carry fire insurance. All grain dealers know that in the course of their business they are obliged to borrow money some time or other, and they know, too, that Mr. Banker generally calls for a statement once a year of the firm's business. This statement inquires particularly regarding the amount of fire insurance carried.

It is noticeable that the banker does not ask whether the grain dealer is protected against loss by flood and cyclone damage to grain in cars, en route to final destination. Such losses do occur every year somewhere in the United States; but the railroad is not liable because the law specifically states: "Railroads are not responsible because it is the act of God, and out of their control." Neither does the banker ask the grain dealer if he is protected against bogus or forged Bs/L, because usually it is impossible to hold the railroad responsible, and the person who made the bogus lading is not responsible, altho the banker does not find this out until too late to prevent loss.

Without giving any concrete illustrations of the fact, I may make the statement that grain dealers and bankers of good standing every year are heavy losers thru these causes. Those who have actually suffered loss and all others should be vitally interested in working out some means of protection. An old suggestion of grain men and bankers would compel the railroads to issue numbered Bs/L which have been registered, and to provide their agents with special stamps to use in addition to their regular signature on all Bs/L issued. Furthermore, Bs/L should be handled much like bank drafts or bills of exchange. The railroads have never given much satisfaction on these suggestions.

For losses incurred from flood and cyclone, it is probable that the railroads can never be held legally responsible, due to the claim that such are the act of God.

Grain dealers and bankers who have given the matter the most thought are agreed that some sort of a National Mutual Protective Ass'n should be formed, which would maintain headquarters or main office under the control of a competent manager and attorney. In cases of loss thru flood or cyclone, or bogus or forged ladings, the manager and attorney would take such steps as their judg-

ment and past experience would indicate best to recover some portion of the losses, which had been made good to the losers from the funds of the Ass'n. If all the dealers and bankers in the United States would so combine, the yearly dues would be so moderate that no one could afford not to be a member.

It is my hope that a com'te may be appointed by the president of the Grain Dealers Ass'n to take action to start such an organization, or that some authorized body may be sufficiently interested to start the movement.—H. L. Strong, Wichita, Kan.

Claim Agents Sneak Out After "Two Years and a Day."

Grain Dealers Journal: We have just had a claim declined by one of the big western roads that makes us mad clear thru.

The claim agent wrote us

Referring to your claim No. A829 presented to this company on May 12, 1916, on a shipment consigned to Lawn Hill, Iowa, and which arrived at destination April 8, 1916, and which has been under investigation, I regret to advise that claims which have run over a period of two years and one day, under the B/L cannot be paid or suit brought for recovery. I regret very much that this claim has not been either declined or adjusted within that period.

However, this matter is being considered by our attorneys, and if the decision is changed we will be glad to reconsider your claim.

I am going to say right now that if the railroad companies don't stop some of their foolishness there will be some of the most drastic bills passed during the next session of the Kansas Legislature that there has ever been put on any carrier. The grain trade as well as other shippers, are losing their patience and if more drastic laws are imposed, it will only be the fault of the carrier.

Under this ruling the claim agents can pigeonhole any claims they want to and get out of the payment of them if they so desire.—Kansas Shipper.

Discount Schedule for Kansas City Zone.

Vice Pres. D. F. Piazzek of the U. S. Grain Corporation, Kansas City, Mo., has recently issued Circular No. 3, from which we take the following:

We have been requested a great many times to give to the interior buyers some expression of our ideas as to the proper discounts on grades other than Nos. 2 and 3. It is manifestly improper and impossible to establish fixed and unvarying discounts on these lower grades. However, realizing the enormous proportion of lower grade wheat to be handled and desiring to render all assistance possible in the handling of such wheat, we are giving you below an expression of our ideas as to discounts on these lower grades as we see the matter now, but with the qualified statement that in publishing them, we cannot and do not assume any responsibility to continue to purchase wheat at such discounts for any stated period, reserving the right to make such changes as seem necessary, without notice.

This is especially true of sample wheat, because that grade covers a range of quality to such an extent that values must be based on the quality of each individual sample, keeping in mind the values of grades between sample grade and No. 3 grade.

DISCOUNT SCHEDULES GRADES NO. 1 TO SAMPLE INCLUSIVE.

The following table of discounts is predicated on No. 1 basic price and it is not the intention to make allowance of premium on grades such as Dark Hard, Dark Northern Spring and Amber Durum, except on grades 1, 2 and 3.

Grade.	Discount Under No. 1 Grade.
No. 1	Basic, no discount
No. 2	3c
No. 3	7c
No. 4	12c—
minimum when grading 4 account test weight	
No. 5	18c—
minimum when grading 5 account test weight	
Sample	25c—minimum
when grading sample account test weight	

DISCOUNTS ON MIXED WHEAT (HARD AND RED WINTER) IN ADDITION TO DISCOUNTS PROPERLY APPLICABLE FOR OTHER REASONS.

Up to and including 20%—2c discount.
Over 20% up to and including 35%—3c discount.

Over 35% up to and including 50%—4c discount.

Mixtures containing white wheat are more objectionable than mixtures of hard and red winter wheat.

Mixtures containing durum wheat are more objectionable than mixtures containing white wheat.

Minimum discount on mixed wheat 2c.

Probable maximum on mixed wheat 8c.

DISCOUNTS ON SMUTTY WHEAT.

5 cents to 14 cents per bushel, depending on degree of smut.

DISCOUNTS ON ACCOUNT EXCESS MOISTURE ON SAMPLE GRADE WHEAT, IN ADDITION TO DISCOUNTS PROPERLY APPLICABLE FOR OTHER REASONS.

Hard Red Spring	All other	Discount
Grade.	and Durums.	under No. 1.
No. 1	14% moisture	13.5% moisture (Basic)
Sample 16.5 moisture	16 moisture	None
Sample 17 moisture	16.5 moisture	21c
Sample 17.5 moisture	17 moisture	22c
Sample 18 moisture	17.5 moisture	23c
Sample 18.5 moisture	18 moisture	25c
Sample 19 moisture	18.5 moisture	27c
Sample 19.5 moisture	19 moisture	30c
Sample 20 moisture	19.5 moisture	33c
		38c

DISCOUNTS ACCOUNT EXCESS DAMAGE, IN ADDITION TO DISCOUNTS PROPERLY APPLICABLE FOR OTHER REASONS.

Damaged.	Discount under No. 1.
16 to 20%	25c
20 to 25%	27c
25 to 30%	29c
30 to 35%	31c
35 to 40%	33c
40 to 45%	35c
45 to 50%	37c
50 to 55%	39c
55 to 60%	41c
60 to 65%	43c
65 to 70%	45c
70 to 75%	47c
75 to 80%	49c
80 to 85%	51c
85 to 90%	53c
90 to 95%	55c
95 to 100%	60c

DISCOUNTS ON MIXED GRAIN.
Estimate the average value of mixture by figuring the wheat and rye separately at their proper value and in their proper proportion

(figuring the rye at 60 lbs. per bushel), make allowance for dockage or other inseparable foreign material, and deduct 5 to 10 cents per bushel as seems justified as penalty for mixture.

Illustration: Wheat containing

50% No. 2 hard wheat,	
20% rye (value rye \$1.50 per bu. Kansas City),	
1% dockage.	
30x\$2.15	17200
20x 1.50	3000

Average	2.02
1% dockage	.02

Penalty	2.00
	.07

Value of mixture 1.93 at Kansas City

In closing let us again call your attention to the fact that the above figures and discounts are intended to be an approximate expression of our present ideas, and that circumstances may compel us materially to alter this schedule without notice.

W. L. Richeson, New Orleans.

William Lyle Richeson, of the W. L. Richeson Co., Inc., was recently elected to the Board of Directors of the Hibernia Bank & Trust Co. of New Orleans. This new connection adds a powerful element of strength to the grain financing bank of the South, and adds one more mark of honor and trust to the name of a man who has made his influence felt thruout the southern states in prominent positions of responsibility.

Mr. Richeson's business history speaks for itself. Previous to 1897, he had twelve years' experience operating elevators in St. Louis and Kansas City. In 1897 he moved to New Orleans. For eighteen years, he was chief grain inspector and weighmaster of the New Orleans Board of Trade, and upon his resignation in 1917, the entire grain committee serving with him united in a letter of appreciation which leaves no doubt as to the type of work Mr. Richeson had accomplished. The letter mentions his "earnest, faithful, and efficient service, value, ability, untiring efforts at all times, able counsel, active work, and co-operation."

Resignation from this position was due to his appointment as manager of the New Orleans office of the Wheat Export Co., Inc., the gigantic organization which is the official buying agent for the Allied Government. During his managership, the Wheat Export Co. handled for transshipment to the Allied countries at war some 3,000,000 tons of grain and other foodstuffs, establishing for the Port of New Orleans a reputation both in handling tonnage and dispatching steamers, which gave it place among the foremost ports of the world.

In the growth of the Port of New Orleans, and with particular reference to the movement of all grains into New Orleans and out of the Port for export, Mr. Richeson has been a continually active figure. In all movements for the further development of the Port and facilities of operation, he has been a constant source of advice and practical assistance.

On June 5, 1919, Mr. Richeson announced the formation of his own company, to become actively operative on July 1. Prominent names appear in the company membership: M. E. Whitehead, John B. Sanford, J. B. Donegan, and George M. Leininger. The new company will conduct an export freight brokerage, forwarding and general service business in all correlated lines.

CHARGES that the Grain Corporation has discriminated against Ogden, chief grain center of the intermountain country in deciding upon Salt Lake and Pocatello as the basic points for grain buying, have been made by the Rotary Club of Ogden to United States Senator King. The Club contends that the present plan is a disadvantage to the growers in the Cache, Bear River, and Malad Valleys as farmers in those sections will be forced to sell on the Pocatello or Salt Lake basis and to absorb the freight charges to these bases.



W. L. Richeson, New Orleans, La.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

ARKANSAS.

Fort Smith, Ark., July 16.—Our crops of wheat, oats and corn are good.—Arthur G. Lee.

ILLINOIS.

Grand Ridge, Ill., July 14.—Spring wheat and oats are not very good. Hessian fly and worms have done damage. Hot, dry weather.—R. C. Williams.

Waukegan, Ill., July 17.—W. E. Watkins, agricultural adviser, after a tour, declared practically every wheatfield is more or less damaged by scab or blight. The scab will reduce the yield at least 40 per cent, according to Mr. Watkins.

La Place, Ill., July 21.—Wheat is making an average of between 18 and 20 bus. to the acre. Oats are poor, and will make an average of from 20 to 30 bus. There was a small acreage. Corn is in need of rain. Crop will be cut half if we do not get rain in the next ten days.—L. P. B., mgr. La Place Co-operative Grain Co.

Chicago, July 25.—The crop report of the American Steel & Wire Co. tomorrow will say: This week's crop conditions, especially of corn, are more optimistic than last week's. The wheat crop in the far Northwest is turning out better than anticipated, altho the drouth areas in this section are extensive. There was some damage to small grains in the eastern states. The spring wheat belt has been seriously injured by too much water, rust, blight, and hot weather.

Springfield, Ill., July 23.—With seasonable temperature, excessive sunshine, and little or no rain, the weather was ideal for harvesting and threshing. Oats and spring wheat are being harvested generally, and the winter wheat harvest is completed. Oats are being threshed in the central and southern counties, and winter wheat generally. The yield of oats and spring wheat is only fair, but winter wheat in the northern counties is giving good yields. Corn has made excellent progress in the north, very good in the central, and fair to average in the south. It is tasseling, and is mostly laid by. Corn is now in its critical period, and good rains will be necessary in many sections soon.—Clarence J. Root, meteorologist.

Springfield, Ill., July 14.—The condition of corn in Illinois on July 1, 1919, was 89 per cent of the normal, indicating a crop of 314,024,000 bus. There was excessive rainfall in parts of the state during June, and as a result many fields of corn were damaged by floods. There is little trouble from insects and army worm. Condition of winter wheat in Illinois on July 1 was 90 per cent of the normal, indicating a crop of 62,287,000 bus. Threshing reports are disappointing. Considering the large acreage, it seems certain that the largest crop in Illinois history will be harvested, in spite of scab and smut, which have not been present to any serious extent. Spring wheat has deteriorated and is suffering from scab. The condition of the crop on July 1 was 87 per cent of the normal and the forecast of production is 14,355,000 bus., the condition being lower now than at that time. The condition of oats in Illinois is 83 per cent of the normal, a fall of eight points since June 1. It has suffered from blight and rust. A crop of 151,507,000 bus. is the forecast.—Charles Adkins, director, state department of agriculture, and S. D. Fessenden, field agent for the U. S. bureau of crop estimates.

INDIANA.

Santa Fe (Peru p. o.), Ind.—Wheat is poor quality, grading 50 to 58. Oats seem to be an average crop.—Farmers Co-operative Co.

Corydon, Ind., July 24.—About half of the wheat is threshed; yield not up to expectations, and quality is below average.—E. Hickman, prop. Corydon Elvtr.

Gessie, Ind., July 9.—Farmers are all done cutting wheat and rye, and have commenced threshing. Wheat is of poor quality, and yield is considerably short of what was expected. Rye is fair in quality, but yield is short of what was expected also. Wheat grades 3 and 4 as

it comes from machines.—Gessie Grain Co., M. L. Hill, mgr.

Detroit, Mich., July 20.—We have received a great many bad reports from Indiana on wheat and oats. Wheat that promised 50 bus. to the acre is only yielding 15 bus. and oats that promised 25 bus. per acre are only yielding 15 bus.—Caughey-Jossman Co.

IOWA.

Des Moines, Ia., July 22.—Corn averages well along in its most critical period—the tasseling and silking period, though unusually variable in its development in some sections. With normal temperature and rainfall during the next 20 days this crop will be practically assured. It would be benefited by rain now in all sections, particularly in the central and southern counties. Early thrashing returns show winter wheat yields of 10 to 35 bushels per acre, weighing 57 to 58 pounds per bushel. The average yield will not be far from that of the last 10 years. Spring wheat ranges from a considerable acreage not worth harvesting to possibly 15 or 20 bushels per acre, averaging not more than half of the 16-bushel normal on the acreage seeded. This crop is the poorest in the western counties, which have heretofore been the heaviest wheat producers in the state. Oats are light in yield and quality and the average will be considerably under that of the last 10 years which is 37 bushels.—Charles D. Reed, Iowa Weather and Crop Service.

KANSAS.

Lorraine, Kan., July 7.—Wheat yield will not be over 50 per cent of the original estimate in this vicinity.—Lorraine Grain, Fuel & Stock Co., F. Melchert, assistant mgr.

Assaria, Kan., July 21.—Wheat here was estimated at from 20 to 30 bus., turning out 8 to 12 bus., grading mostly No. 4. Corn acreage is very small, and it needs rain.—J. E. Hughes, mgr., Farmers Elvtr. Co.

Clearwater, Kan., July 23.—Wheat in this locality is not coming up to expectations. It looked like 25 or 30 bus. per acre before harvest, but is making 10-12, and is testing very light.—Mrs. J. E. Peters.

Larned, Kan., July 16.—Threshing in this territory just beginning after a long harvest. Farmers and dealers are disappointed with the yield, which will average about 15 bus. instead of 30 bus. as predicted.—T. H. Urton, Rea Patterson Milling Co.

Galatia, Kan., July 14.—Threshing has just started in our neighborhood, and the wheat is turning out a disappointment both in yield and in quality. No. 4 will be about the average quality, and about 12 to 15 bus. for average yield.—Wolf Milling Co., W. A. Milberger, mgr.

Menlo, Kan., July 14.—We are in the midst of an immense harvest. Some wheat is down from recent storms. It will take about two weeks of good weather to get the crop in the stack. The yield will not be as good as it promised on account of the extreme hot weather which ripened it too fast.—J. S. Mahanna, mgr., Menlo Farmers Union Co-op. Ass'n.

Rock Creek, Kan., July 10.—Wheat looked fine here until about harvest. Then it ripened in from one to three days, and in cases where it was not cut right away, it went down. Consequently, we are having light weight wheat. The heaviest test I have had so far is 60 and the lowest is 54. Moisture test is from 17 to 11, but is getting better very day.—H. D. Harding.

Plains, Kan., July 17.—Some of the early planting wheat threshed by combines made 27 to 30 bus. per acre. All late planting badly hurt by grasshoppers; will not yield over 6 or 7 bus. Most of the wheat near here was late, so the average yield will be about 8 or 9 bus. per acre. Some wheat will not be worth cutting. Quality is running good, however, testing from 58 to 62, and some will grade No. 1 D. H. Spring crop prospects very poor and the acreage small.—R. C. Moore, mgr. Plains Equity Exchange.

Hutchinson, Kan., July 23.—As threshing returns are received it becomes more and more apparent that the reduction in the Kansas wheat crop is real and not purely imaginary. On the 19th I talked with a Kansas City commission man who had just completed a trip over the state with his traveling solicitor, and he gave it as his opinion that Kansas will not produce much more than 175,000,000 bus. of wheat this year. From numerous conversations with other dealers, this figure may be accepted as fairly conservative, as many do not antici-

pate more than 150,000,000 bus. The quality of the crop appears to be somewhat better than first receipts indicated, altho there will be a great quantity of No. 4 and No. 5 wheat, and some sample grade. The bulk of the crop will be No. 3. Corn, kafir and milo are in good condition, altho the acreage is not large.—Cal.

MICHIGAN.

Detroit, Mich., July 20.—Crops were never better in Michigan with the exception of oats.—J. P.

Waldron, Mich., July 14.—We have the poorest crop of oats in this section that we have ever had.—E. E. Kelly.

Detroit, Mich., July 20.—Michigan will have an average crop of wheat and corn, but oats crop will be small.—Lichtenberg & Son.

Lansing, Mich., July 11.—The outlook for corn, wheat, and rye is the highest for more than fifteen years in the state. The state will produce more than double the amount of wheat, nearly 40 per cent more of rye, and, from present indications, nearly 40 per cent more corn than last year. The condition of all other crops is generally satisfactory except that of oats and barley which are 14 and 12 per cent, respectively, below the ten-year average. The ground is exceedingly dry, and all crops are beginning to suffer. Unless good rains come soon, marked deterioration is inevitable. Condition of winter wheat is 99 per cent, the highest on record for more than fifteen years. It indicates a production of 21,008,000 bus. which is also the largest within the same period of time, being 560,000 bus. greater than produced in the banner year of 1915. Harvesting is well under way in the southern part of the state, with favorable weather conditions, but with a shortage of labor. Acreage of corn planted is estimated at 1,707,000, being 6% greater than last year. The condition is 97 per cent, which is 17 per cent better than the ten-year average. Grain production promises about 39,000,000 after the 40 per cent for silage has been taken. Oats crop has suffered much from drought and heat, which have reduced the condition to 73 per cent. This forecasts a crop of 44,385,000 bus., or about two-thirds of that last year. The condition of barley has also been lowered during the month, being 76 per cent, which indicates a production of 6,278,000 bus. Condition of rye improved one point during June, being 98 per cent. Like wheat, it is the highest July 1 condition for more than 15 years. Estimated total production is 9,345,000 bus.—Coleman C. Vaughan, sec'y of state, and Verne H. Church, field agent, Bureau of Crop Estimates.

MINNESOTA.

Hazel Run, Minn., July 19.—A small crop this year, the smallest in our recollection.—Hazel Run Prod. Co.

Litchfield, Minn., July 21.—The crop prospects are not very bright. Harvest will be in full swing next week.—G. S. Skeim, mgr., Equity Co-operative Exchange.

Minneapolis, Minn., July 23.—Our reports from the country indicate some loss in the condition of the crops during the past week in Eastern North Dakota, Western and Southern Minnesota and the Jim River Valley in South Dakota. While black rust was quite prevalent in North Dakota and Minnesota week ago, the damage up to that time had been small. It has developed quite rapidly, especially in districts where the soil was wet and the growth of the grain rank. We have received samples of new Wheat from these districts, and though only weighing from 45 to 53 lbs. to the bushel, it is of fairly good color. We expect however that a large percentage of Wheat will be of very light weight. The early Wheat suffered more severely, while some of the later has so far escaped serious damage. During the past few days the weather has been favorable for the checking of rust, but the hot weather has forced the grain too rapidly for the best results. Most of the Rye has been cut, and while generally of light weight, some sections have produced a very good quality. This crop has been affected also by rust and blight. The harvesting of Oats and Barley is quite general. Indications are that these crops will also be of light weight, seedy and of lower quality than last year. At one point in our Southern territory some early Barley has been marketed. The condition of Corn at present is excellent. The weather has been ideal for its development, and with favorable conditions, the Corn crop of the Northwest should be one of the best we have had.—The Van Dusen Harrington Co.

MISSOURI.

Sedalia, Mo., July 19.—The wheat yield is somewhat disappointing to the farmers. Prospects for corn crop are very favorable.—Archias Seed Store Corp.

Jefferson City, Mo., July 12.—Missouri has the smallest corn acreage in twenty-five years. Wheat is double ten year average. General crop conditions are above usual. Missouri farmers lost 6,968,000 bus. in wheat during June, the state yield dropping to 64,817,750 bus. The July condition of Missouri wheat is 85%, indicating 15.3 bus. per acre, total 64,817,750 bus. The splendid prospects of May were reduced by excessive moisture, rust, scab, blight, other wheat diseases, and washing of bloom. Great difficulty has been experienced in harvesting because of soft ground and down grain. However, most of the down grain has been cut. In southeast Missouri considerable small grain was lost in the field, due to standing water and wet ground. June weather was the most unfavorable since 1915, grain failed to fill as expected, and quality of berry has been injured. Threshing returns are disappointing. Threshing is tough. Straw is very heavy. Present conditions confirm the estimate made in these reports for May, when 15.8 bus. per acre were predicted for July, compared with 15.3 on the present conditions. State yield for 1918 was 17 bus. per acre, or 52,258,000 bus. The Missouri corn acreage is 86% of 1918, or 5,755,980 acres against 6,693,000. Condition 80%, indicating 25.6 bus. per acre, or 147,353,000 bus. Corn was planted in most sections from ten to forty days late and cultivation was impeded. In most places the plants are vigorous, but with much grass and weeds, tho vastly improved the past ten days. Flat lands in places are very foul, and some fields have been abandoned. Corn in early fields beginning to tassel. Condition of crop was 91%, July, 1918. On Oct. 1, during the past seventeen years, corn has averaged about 80%, indicating a yield of 30 bus. The 1919 acreage of Missouri corn is the smallest in 25 years, or since 1894. Oats condition is 89%, indicating 30.7 bus. per acre, totaling 43,511,700. Slight improvement during June, some sections badly damaged by wind. Injured by rust and lodged in many counties. Extra good in south Ozark counties. Condition of rye 87%. Hurt worse than other grains in heavy growing counties. Barley 87%.—E. A. Logan and Jewell Mayes of the U. S. Bureau of Crop Estimates and the State Board of Agriculture.

MONTANA.

Whitetail, Mont., July 21.—Only about a half-crop is expected here.—W. A. Clark, Occident Elvtr. Co.

NEBRASKA.

Blue Springs, Neb., July 18.—Threshing is general now. A few fields yield 18 to 20 bus., 59 to 60 test, while some fields produced 10 to 12 bus. of 54 to 56 test.—William Craig.

Shubert, Neb., July 11.—Have good crops generally here. Wheat will fall some short of the estimate before harvesting begins, but will make around 18 bus. or better.—J. A. Mayer.

Grand Island, Neb., July 22.—The farmers of this vicinity are threshing some wheat, but the recent rains have interfered. Wheat is light, grading 3 and 4, and yielding around 15 bus. Corn is in excellent condition.—Highland Grain Co.

Sweetwater, Neb., July 22.—No threshing has been done yet here because of the excessive rainfall. Wheat shows a small berry, and a light yield is expected, altho there is enuf straw for 40 bus. per acre. There was never better prospect for corn.—Highland Grain Co.

NORTH DAKOTA.

Rogers, N. D., July 23.—Crops here are average. The rye is light, with some black rust. Wheat harvest will start in about 2 weeks.—A. M. Hanson.

Adrian, N. D., July 12.—The crop looks good except in places where the grasshoppers have done some damage. Rye harvest will begin in from three to five days.—S. A. Dale, mgr., Adrian Equity Elvtr. Co.

OHIO.

Columbus, O., July 21.—Continual rain for the past week is causing wheat to sprout.—C.

West Union, O., July 9.—Threshing has just begun. The crop is good, yielding from 18 to 30 bus. per acre.—Chas. R. Holmes.

Grover Hill, O., July 19.—Wheat, being threshed, is of poor quality. Oats will be light

crop; now being cut.—Benj. H. Sidle, mgr. Grover Hill Grain Co.

Ironton, O., July 21.—Wheat in this section was good. Had considerable rain at harvest time. Corn looks good and promises to be a good crop.—Reliance Seed Co., Ironton, O.

Mansfield, O., July 18.—Wheat threshing in this district is getting well under way. Some fields show the wheat exposed to the weather and some are not shocked at all, the bundles lying on the ground as they were dropped from the binder. Test weight per bushel appears to be the determining grade factor at country stations. The wheat is light, some being received here weighing as low as 55 lbs. This is due to hot weather, which caused the kernels to shrivel before fully maturing. There is considerable cracked wheat, which makes the docking process difficult. The average moisture content is below 12%. Some smut.—S.

OKLAHOMA.

Fairvalley, Okla., July 7.—Wheat is fair here, and the farmers will commence threshing next week.—E. E. Buckland.

Augusta (Carmen p. o.), Okla.—The wheat in this section is rather light in test, but is good in color and quality. It is yielding from 10 to 20 bus. per acre.—E. L. June Grain Firm, E. L. June.

SOUTH DAKOTA.

Dallas, S. D., July 14.—Harvesting has started in full force. Most of the barley is harvested, and also some oats. Barley and oats will not be as heavy as they were last year, on account of hot weather the past two weeks. Some black and red rust in the wheat. Corn is backward because of rain and cool weather.—Farmers Co-operative Ass'n, B. R. Freschauf, mgr.

TEXAS.

Munday, Tex., July 22.—Crops here are extra fine. We need more sunshine for the wheat and oats. Maize and corn are good.—Munday Farmers Elvtr. Co.

Kress, Texas, July 18.—We are now in the midst of threshing. Wheat is running from 7 to 35 bus. per acre, and quality is from sample grade to 61 lbs., No. 1. Our row crops look fine, and with the rains this week, we expect a good yield. Oats are running from 40 to 90 bus. per acre. The quality is good, 30 to 36 lbs. per bu.—Cobb Grain Co.

Bulk Export from Pacific Coast.

The Port Elevator at Astoria, Ore., last week loaded its first cargo of bulk wheat for foreign shipment. This cargo will consist of approximately 150,000 bus. of bulk wheat and about the same amount of sacked wheat. The bulk wheat was loaded in the lower hold and the sacked wheat in the "between decks." This is the first shipment of bulk wheat to be "sent foreign" from a North Pacific Coast port since, as far as the oldest inhabitant can remember, 1893. For this reason the loading and the outturn of this cargo will be watched very closely by the grain interests at Portland.

New Form of B/L Attacked.

Sixteen lawyers, representing the Alaska Steamship Co. and several trunk line railroads, have petitioned the federal court at New York for an order restraining the Interstate Commerce Commission from putting into effect the new uniform B/L on Aug. 8, or on the postponed date of Sept. 8.

The court has directed the Commission to file brief in answer.

The carriers allege that they are not violating the law as found by the Commission in settling damage claims on invoice value instead of destination value. They allege there is no law conferring power on the Commission to compel them to issue Bs/L in the forms prescribed. The carriers complain that the new form of B/L extends their liability to the end of free time.

THE GRADUAL abandonment of fixing ocean freight rates all over the world is indicated by present activities of the Shipping Board. Rates covering the operation of vessels under the Board have an influence upon rates generally.

Winnipeg Resumes Future Trading.

After almost two years of fixed prices, government regulations and a closed future wheat market, the Winnipeg Grain Exchange on July 21 resumed trades for future delivery of wheat.

A lively market was witnessed the first day, the opening bid being \$2.10, but no sale was made until the bids reached \$2.20. Smith, Murphy Co. made the sale to Clark & Martin. Prices strengthened considerably after that and the trend of the market since the opening day has been upward. No undue excitement was noticed, in fact, the opening day resembled very much a Monday morning market in pre-war times.

Hon. A. K. MacLean, acting Minister of Trade and Commerce, on July 7th issued a statement which gave the members of the Winnipeg Exchange the power to resume trading in futures, if they so desired. Accordingly a meeting was held by the members of the Winnipeg Exchange where they unanimously declared themselves in favor of opening the facilities for future trading.

The new commission rate charged to non-members is \$7.50 per 5,000 bus.

Opening, high, low and close each day on Winnipeg October wheat are given on the chart elsewhere in the Journal.

AN INVESTIGATION of the wheat situation thruout the world has been proposed by Representative John F. Fitzgerald of Massachusetts in a resolution offered in the House July 12. The resolution asks the sec'y of agriculture to conduct such an investigation, in order to determine the present wheat surplus in this country and what amount of this surplus would be required for export. It is the belief of Representative Fitzgerald that such an investigation would show the surplus to be very large, and that if such were the case, the price of wheat should be reduced to the miller at once. This would reduce bread prices, in turn.

Fire Destroys Another Elevator.

The accompanying photograph shows Heil Equiv Exchange Elevator at Heil, N. D., being destroyed by a fire on June 24. The cause of the fire is unknown, but the building, which was of wood construction, burned to the ground in one hour; \$10,000 of the \$15,000 value of the 30,000 bu. elevator was covered by insurance, and the contents, mostly wheat, valued at \$8,000, was completely insured. The elevator will be rebuilt next spring, as the poor crops of the vicinity this season do not warrant immediate rebuilding.



Burning Elevator at Heil, N. D.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CALIFORNIA.

San Francisco, Cal., July 12.—The American barkentine "City of Sydney" arrived recently with about 3,500 tons of Australian wheat. The cargo is badly weevil eaten and a poor lot compared with the last cargoes which arrived from Melbourne. The bushel weight is only 55.5 lbs. and the cargo grades "Sample" on account of live weevils. There has been a flood of new wheat here this week. All the mills are unloading night and day.

ILLINOIS.

Pana, Ill., July 9.—Edward McKee shipped the first car of new wheat out of Pana to the Chicago market yesterday. The wheat is expected to grade a good No. 2 at the market.

Chicago, Ill., July 15.—The first car of new oats reached here today. They graded No. 2 white, tested 34½ lbs., with 11.60 per cent moisture, and sold at 79½ cents. Last year, first car received from central Illinois, July 15, inspected sample grade, heating, sold at 72½ cents.

INDIANA.

Lebanon, Ind., July 21.—We are having a good movement of wheat in this section, quality varying from No. 1 to No. 3. Oats all cut; seems good from all reports.—Shirley & Jones.

KANSAS.

Galatia, Kan., July 14.—Wheat is moving to market.—Wolf Milling Co., W. A. Milberger, mgr.

Hutchinson, Kan., July 23.—Farmers in Kansas are binning a large percentage of their wheat, reports of country elevator men indicating that about half of it will be held on farms.—Cal.

LOUISIANA.

New Orleans, La., July 18.—First car, N. Y. C. 218289, of new crop wheat arrived in New Orleans terminals yesterday and was handled for export by R. J. Barr. First car to be unloaded in elvtr. and delivered to grain corporation is S. I. 232, unloaded into Stuyvesant Docks Elvtr. today, grading No. 2 red winter wheat 58 lbs. \$2.27, shipped from Leonard, Okla.

MINNESOTA.

Duluth, Minn.—Receipts and shipments of the various kinds of grain at Duluth during the month of June with comparative figures for June, 1918, were as follows: Wheat, receipts, 1,110,915, shipments, 3,015,689 bus.; oats, receipts, 49,306, shipments, 43,772 bus.; rye, receipts, 1,417,404 bus., shipments, 1,806,083 bus.; barley, receipts, 1,711,298 bus., shipments, 1,238,842, bus. For June, 1918, wheat, receipts, 101,099, shipments, 49,636 bus.; corn, shipments, 1,151 bus.; oats, receipts, 8,960 bus., shipments, 26,980 bus.; rye, receipts, 3,374,681 bus., shipments, 3,548,128 bus.; barley, receipts, 52,521, shipments, 137,950 bus.—C. A. Macdonald, sec'y Board of Trade.

NEW YORK.

New York, July 21.—On July 9 at north Atlantic ports there were 11,426,714 bushels of grain in the elvtrs. There had been received during the week ending July 9 in the elvtrs. 4,193,350 bushels, and there had been cleared during same week 3,538,852 bushels, an excess of receipts over deliveries of 654,498 bushels. As to Gulf ports, on July 8 there were 4,067,620 bushels of grain in the elvtrs. between New Orleans and Galveston, the elvtrs. at Port Arthur and Texas City being empty, as reported to the director-general of railroads.

New York, July 21.—Wheat receipts from farms for the week ending July 11 amounted to 17,493,000 bushels, an increase of 12,505,000 bushels over the previous week, according to figures just issued by the U. S. Grain Corporation covering the wheat and flour movement thruout the country. Receipts for the corresponding week in 1918 were 22,771,000 bus. Total stocks of wheat in mills and elvtrs. July 11 were 40,961,000 bus., an increase of 3,863,000 bus. for the week. On the corresponding date last year the total was 28,732,000, with a weekly increase of

11,001,000 bushels. Production of flour for the week amounted to 1,396,000 barrels, compared with 1,143,000 the previous week, and 1,178,000 for the same week in 1918.

OKLAHOMA.

Meno, Okla., July 21.—The movement of wheat is not as it has been in the past. The farmers are binning their grain.—Farmers Elvtr. Co., L. A. Maphet, mgr.

OREGON.

Portland, Ore., July 19.—The first car of new wheat arrived in Portland this season on July 14th. It was a car of white club from Pendleton, Ore., and graded No. 2 with a test weight of 59.4 pounds.

Trade Contracts Acceptable to July 31.

On July 16 the New York office of the U. S. Wheat Corporation put out an announcement that

Proposed trade contracts will not be accepted by the United States Grain Corporation after July 31st except in special cases on recommendation of Zone Vice-Presidents and upon approval by Central Office.

License regulations governing dealers not under contract control, later to be promulgated, will probably include a rule which will require restitution to the producer in the event of purchases being made on an unfair buying margin. Decisions under this rule, it is likely, will be retroactive. Under the trade contracts proposed, the restitution rule is not retroactive, but protection is secured the producer by the contract agreement to follow the Grain Corporation decision at once on complaint of the producer at the time wheat is offered for sale.

This cancels the earlier expiration set at July 15 for applications.

Whether or not it will be profitable for the dealer to work without the agreement depends on the market price of wheat. If the price advances far beyond the government guaranty the profit above that goes lawfully to the dealer who has not signed the trade agreement.

On the other hand, if the price is set for resale by the Wheat Corporation below the guaranteed price the dealer who has not signed the agreement will have to stand his own loss on wheat already bot.

The statement that "Decisions under this rule, it is likely, will be retroactive," sounds like a threat. To the grain dealers of Illinois, who have experienced retroactive rulings, it means doing business at a loss, while the government accumulates \$23,000,000 profit. It remains to be seen in what way the regulations to be issued will harm the unlicensed dealer.

CHARGED that he had obtained \$500.65 from the government by falsifying his expense accounts, C. W. Stewart, former chief auditor for the United States Food Administration Grain Corporation, has been cited to appear before the United States Commissioner at Wichita, Kan.

Exports of Grain Weekly. Bus., 000 Omitted.

	Wheat.	18-19.	17-18.	Corn.	18-19.	17-18.	Oats.	18-19.	17-18.
Jan.	4...	3,600	2,191	61	177	2,198	1,966		
Jan.	11...	4,404	1,805	104	1	3,206	2,134		
Jan.	18...	5,013	2,109	119	175	3,100	1,728		
Jan.	25...	3,661	1,683	113	37	3,155	795		
Feb.	1...	1,384	1,563	28	10	558	1,708		
Feb.	8...	2,947	1,037	418	514	840	1,606		
Feb.	15...	5,684	950	120	353	1,315	1,350		
Feb.	22...	3,209	675	37	108	1,298	1,496		
Mar.	1...	3,914	1,232	119	93	351	1,812		
Mar.	8...	1,543	1,172	59	...	1,261	968		
Mar.	15...	2,152	844	17	891	479	1,702		
Mar.	22...	3,840	855	253	1,036	1,022	2,416		
Mar.	29...	6,278	1,157	11	1,421	741	1,305		
Apr.	5...	5,172	1,251	132	1,218	176	1,066		
Apr.	12...	5,765	994	37	2,109	634	3,364		
Apr.	19...	6,326	910	24	547	357	3,327		
Apr.	26...	7,401	1,278	62	955	487	3,551		
May	3...	5,855	719	53	705	778	2,756		
May	10...	7,512	1,450	113	1,493	937	3,432		
May	17...	7,984	1,027	67	1,490	929	3,375		
May	24...	4,144	588	146	1,122	1,816	2,942		
May	31...	4,228	493	170	1,469	214	2,342		
June	7...	7,824	820	267	2,279	898	1,422		
June	14...	6,079	435	83	1,221	2,006	2,784		
June	21...	5,945	340	112	1,566	2,241	3,226		
June	28...	3,537	324	120	937	1,846	1,573		
July	5...	1,504	539	20	910	693	2,165		
July	12...	3,851	382	23	731	1,617	1,841		
July	19...	3,393	144	93	571	757	2,482		

Total, since July 1, '18. 206,323 124,962 9,565 34,376 97,686 134,491

Describing Wheat by Grade Not a Violation of Law.

The use of grade designations other than official grain standards in interstate transactions is prohibited, says Charles J. Brand, former chief of the Bureau of Markets in Service and Regulatory Announcements No. 49 and only persons holding licenses issued by the Secretary of Agriculture shall certify as to the grade of grain that may be inspected by them.

However, a receiver or purchaser of grain at a non-inspection point when the grain comes from a point where there is no licensed inspector, may, under the Grain Standards Act, says the chief of the bureau, furnish under his own name to the shipper a written statement setting forth the grade according to the official standards and for this purpose may use information which is furnished him by his miller or chemist, but miller or chemist not licensed as an inspector must not issue any certificate.

It is doubtful if dealers in terminal markets or elsewhere can be prevented from selling and buying grain in interstate commerce by private grades so long as they use names or numbers which will preclude their grade being mistaken for federal grades. The U. S. Constitution is supposed to give every citizen the right of contract, so the grain dealer can contract by such grades or sample as suits him.

Mass Convention Protests Administration of Barnes.

At a mass convention of farmers from the states of Oregon, Washington, and Idaho, a formal protest against the methods of Wheat Administrator Barnes was drawn up and adopted. It became an active protest when the convention wired it to the following authorities at Washington: the president of the United States, vice-president of the senate, and speaker of the house. The protest reads: To the President, White House, Washington, D. C.:

Two thousand wheat farmers of Oregon, Washington and Idaho, in mass convention, respectfully but earnestly protest mal-administration of wheat control act by wheat administrator Barnes. His agreement with millers, grain buyers and bakers to buy wheat only at the government guaranteed minimums thruout the country is not only in violation of your purpose in making the guarantee, but of the supplemental act of the congress in relation thereto. We further respectfully represent that the marketing of the American wheat surplus for less than the fullest fair price that might be obtained on an open American market free to the world's competitive bidding will violate sound national economics and result in unfair losses to American farmers in hundreds of millions of dollars. It is therefore prayed that you instruct the wheat administrator at once to desist from any and all control of the American wheat market that in any wise tends to prevent free play of the world's law of supply and demand above the guaranteed minimums.

The general dissatisfaction with the wheat administration and the wheat administrator that has been brewing and expressing itself at large is at last voicing itself in definite, formal protests to the government. The Oregon, Washington, and Idaho resolution of objection follows closely on the protest of Montana.

While the war was on the administration was guilty of holding down the price of wheat without the sanction of law; but Mr. Barnes on the 1919 crop is doing nothing to hold down the price. On the contrary he is giving out bullish interviews at every opportunity and would be very much pleased to have the millers and European nations come in and bid wheat above the guaranteed price, taking a big job off his hands.

No QUARANTINE against wheat shipments from Illinois, Indiana, West Virginia, Virginia and Georgia because of grain diseases in those states will be declared by the federal horticultural board, according to a decision rendered July 15.

Too Lax In-Inspection.

The following paragraph was incorporated in the report of the Chairman of the Trade Rules Com'te of the Grain Dealers National Ass'n., the report being adopted by the convention at Milwaukee last fall with the recommendation that the matter be brot to the attention of Charles J. Brand, Chief of the Buro of Markets:

"A considerable amount of confusion has occurred, and severe losses, in many instances, have been sustained by members of the trade handling corn during the past winter, due to apparent changes in instructions to inspectors with regard to what constituted damaged corn. As this was the deciding factor in corn grading for the first few months of the new crop year, and as the interpretation of "damage" swung, in some cases almost overnight, from one to two grades, many warehousemen faced losses, ranging from 10 to 15 cents per bushel for each grade, on large amounts of grain already inspected into their houses, which grain apparently could only be inspected "out" under a more rigid interpretation of "damage." In many cases, these conditions might be chargeable to the lining up of individual inspectors, but in so far as they were the result of rules or regulations issued by the Buro of Markets, it seems but fair that the 90 days' notice of a change in interpretation of the factors entering into a grade should be given, as is given in the case of a direct change in the wording of a grade, so that the trade might have a reasonable time to stand from under."

Relative to the above, Mr. Brand in Service and Regulatory Announcements No. 49, says:

"The Buro of Markets has never issued instructions, as such, to licensed inspectors regarding what constitutes damaged corn. It has not done so for the reason that, as a practical matter, it is not possible to convey satisfactorily an opinion by instructions, either oral or written, as to what constitutes damaged corn. The Buro has endeavored to convey the Department's opinion in this matter by preparation and distribution of types

of damaged corn, and also thru personal contact on the part of Federal Grain Supervisors with licensed inspectors, with the view of harmonizing the opinion or judgment of the inspector with that of the Supervisor. But the activities of this Buro in connection with work done by licensed inspectors, are of necessity, under the Grain Standards Act, supervisory only.

"I am convinced that where the element of personal opinion is of such vital importance as it is in certain factors of grain grading, a broad, educational campaign is the only solution for uniformity of thot and conception. It is a noteworthy fact, that by far the greater number of appeals taken to this Department have been taken from grades assigned grain loaded out of terminal elevators.

"A review of the activities of this Buro in connection with the enforcement of the Grain Standards Act leads me to believe that the cause of the difficulties which the grain trade encountered, as pointed out by the paragraph, was not due to a more rigid interpretation of what constitutes damaged corn nor to change of interpretation by inspectors of what constitutes damaged corn, pursuant to any instructions from this Buro, but was due in fact to an ever closer observance by inspectors in certain markets toward actually ascertaining the amount of damage which corn tendered for inspection sustained, and, consequently, an increasingly correct application of the grade according to their findings. Lack of this latter procedure on the part of inspectors when the Grain Standards Act first became effective, in spite of this Buro's continued efforts to effect it without drastic action, doubtless led to some corn going into terminal elevator storage misgraded. Failure on the part of inspectors in certain instances to apply correctly the Federal Standards eventually led to drastic action by this Department resulting in suspension of licenses. This, apparently, had an effect on inspectors other than those whose licenses were suspended. Consequently, thereafter the Federal grain standards were more accurately applied."

THE SEVENTEENTH ANNUAL convention of the American Road Builders' Ass'n will be held at Louisville, Ky., on February 9, 10, 11, 12, and 13, 1920. As in the past, the program will cover every phase of highway construction and maintenance and various related subjects. Papers and discussions will deal with highway problems from the points of view of road and street officials, highway engineers, contractors, and all those agencies engaged in highway work. The history of the country has never witnessed so great an interest in the question of highway improvement as at the present time, nor have the expenditures been so great in this direction as they will be within the next few years.

Wegener Bros. a New Firm.

Wegener Bros. is a new name in Chicago's list of commission houses, but its members are not new in the grain business.

George A. Wegener has been a member of the Chicago Board of Trade since 1890 and has been active in selling wheat and other grains as well as seeds since that time.

Arnold G. Wegener joined the Board a few years later and is an experienced broker. Both members made their start as messengers, working for W. F. Johnson & Co., George A. Wegener later was vice president of the Geo. H. Sidwell Co. and for the past 3 years was a member of the firm of Logan & Bryan.

Wegener Bros. have their office in the Traders Bldg., opposite the Board of Trade. Portraits of both are given herewith.

P. H. Eschenburg, formerly of Eschenburg & Dalton, is associated with them and will devote his time to looking after the interests of his friends and customers.

Shipper Should Invoice Cars.

BY CAL.

A complaint frequently heard in conversations with receivers, and with clerks in receivers' offices, has to do with the failure of shippers of grain to send invoices or shipping notices covering their cars. That this complaint is valid will be recognized by every handler of grain when it is said that in the office of one firm which does an extensive country business not more than 50% of the cars received are invoiced by the shipper.

When no shipping notice is sent the receiver usually gets his first information about the car when the draft with bill of lading is presented for payment, or when the car itself arrives. In neither case does he know what the shipper expects him to do with the car or what the grain is thought to grade. This makes it necessary for the receiver to wait until he can get more definite knowledge regarding the car, or to proceed upon his own initiative and do the best he can with the shipment. If the result is satisfactory to the shipper both parties to the transaction are pleased; but the loss and trouble occasioned by unsatisfactory results on one car that is not invoiced frequently amount to enough to pay for the cost of invoicing the shipments of many years.

The invoicing of cars will also have a beneficial effect on the shipper himself. It is one step in the direction of the adoption of good business methods, and will serve to keep the dealer in closer touch with the details of his business.

The shipping notice should give the following information: name of shipper; point of origin; car number and initials; date of bill of lading; railroad; destination to which billed; whether sold or consigned, and, if sold, the date of sale and price at which the shipment applies; the shipper's grade; kind of grain and weight; amount of draft; and any special information called for by the individual car.

A separate shipping notice should be made on each car and one copy be sent by mail to the consignee, while another should be retained by the shipper. It would be better still if three copies are made, one to be retained, one to be mailed, and the third to be attached to the draft with the bill of lading.



Geo. A. Wegener, Chicago, Ill.
Moffett Photo.



Arnold G. Wegener, Chicago, Ill.

Michigan Ass'n Visits Detroit.

The Michigan Hay and Grain Ass'n held its Eighteenth Annual Convention at the Statler Hotel in Detroit, July 15. Over half of the Ass'n members registered for the meeting.

The session was called to order by Pres. Robert Ryan of Ann Arbor, who gave the President's annual address and read the report of the Board of Directors.

Mr. Ryan laid stress on the activities of the Ass'n during the past year and pointed out the part taken by the board of directors in defeating the warehouse bill and their work in combating the attempts of the Non-partisan League to gain a foothold in Michigan. From his talk we take the following:

The proposed warehouse bill, which you know well, was passed by the Senate. Our com'ite went to Lansing to make a last stand before the bill passed the House. It is sufficient to say that the bill was defeated in the House after passing the Senate.

During the year the Ass'n published a bulletin called "Townleyism and the Farmer—Actual Happenings." This was sent to all members—educating and warning against happenings similar to North Dakota's in this state. I believe there is a place for farmers' organizations, but any organization like we see in North Dakota will work havoc to the farmer, grain dealer and the community in general.

THE COST of handling wheat is another matter I wud like to have discussed at this meeting. The Ass'n sent out a circular to all members asking for information on cost of handling wheat thru country elevators. We did not get many returns, and returns were not all in such shape that we cud use them. At a meeting in St. Louis under the direction of the Grain Dealers Nat'l Ass'n the average cost to handle grain thru the elevator was found to be 8.54c. This figure was far above the average anticipated by the trade as a whole. Many actually believed they cud handle wheat on a 5c margin. The information we asked our members to furnish was to assist in arriving at a fair handling cost to put before Mr. Barnes.

In conclusion let me urge you to get more members; more members mean more revenue, and that is necessary if any constructive work is to be done. Personally, I favor an amalgamation with some Ass'n, such as Michigan Millers Ass'n, Bean Jobbers Ass'n or the Grain Dealers or Millers of Indiana. In this way we cud gain strength of numbers, while on the other hand we have slight chance of gaining many more members in Michigan.

Sect'y J. C. Graham, Jackson, read the minutes of the previous meeting and gave the Sect'y's annual report. In passing he remarked on traffic matters concerning the Ass'n. He also told how, being a member of the Detroit District Freight Traffic Com'ite, he has helped the grain trade of Michigan to have their demands heard. The demurrage charge was reduced. A new B/L will be in effect Sept. 8 and many other things Mr. Graham pointed out as the work of his com'ite.

We are losing members, it will be necessary to get twenty new members each year to keep the Ass'n in a progressive state.

Treasurer's Report.

Albert Todd of Owosso, Treasurer, read the following report:

JULY 15, 1919.	
Dues	\$1,008.50
Special assessment	310.00
Total	\$1,318.50
Balance, 1918	165.61
Total	\$1,424.11
Disbursements	1,304.14
Balance	\$ 109.97

The following com'ites were appointed by the President:

NOMINATING COM'ITE: T. E. Nowlin, Albion T. W. Swift, Detroit, and W. J. Conner, Saginaw.

AUDITING COM'ITE: C. A. Manchester, Fostoria; Will Prescott, Leslie; W. J. Biles, chairman, Saginaw.

RESOLUTIONS COM'ITE: Frank L. Young, Lansing; Jas. Kerr, Melvin; F. J. Hubbard, Lansing.

U. S. Senator Chas. E. Townsend was unable to fill his place on the program, being detained by the illness of Mrs. Townsend.

Samuel Walton, Pittsburgh, President of the Nat'l Hay Ass'n, welcomed all to the meeting of the Nat'l Hay Ass'n on the following three days.

Chas. England of Baltimore, spoke on the

export situation. Among other things he said: At the conference held in New York recently between grain trade representatives and Mr. Barnes, the export situation was discussed without any definite plan developing. A tentative plan, however, said the exporter, wud likely have to sell all wheat to the Administration and if he wished to export it, he must re-buy it from the Admin.

The crops this year will not show much heavy wheat, in fact, heavy grain will be scarce, while there will be lots of light wheat.

Ocean freight rates are high, \$1.25 a hundred to continental ports. A big decline in ocean freights is due, the rate might be cut in half.

Horatio S. Earle, father of good roads in Michigan, talked on his pet subject and aroused quite a bit of enthusiasm favoring better roads.

The report of the auditing com'ite declared the financial statements of Treasurer Albert Todd's correct.

R. W. Taylor, Federal grain supervisor, assisted by H. P. English, demonstrator from the Dept. of Agri., gave a demonstration in grading and determining amount of foreign material. The demonstration was followed by a general discussion.

A Dealer: How long does it take to make a moisture test?

Mr. English: About twenty minutes.

A Dealer: When no official inspection can be had at either end of a shipment whose inspection is accepted?

Mr. English: If the shipment crosses the state line it wud be referred to us for inspection. If it did not cross the state line either the shipper's or receiver's statement must be accepted.

Mr. Cutler: A little off the subject, but right now I want to remind you that the warehouse bill is not dead. We must not lay down on the job just because we defeated it once. Mr. Helm has not given up one iota.

The county agents are trying to do away with the middlemen by handling all classes of merchandise direct to the farmer. The Department of Agriculture is the originator of the county agent and he has his duties. These duties, however, are not to furnish a market for the farmer or to sell him merchandise. The county agent has no license to put any of us out of business. Don't forget to keep the warehouse bill in mind, we must fight it.

President: I hope the opinion just expressed is the opinion of all present. Is this county agent trouble a local condition, or does it prevail in many counties of the state?

Mr. Cutler: It is experienced over almost the entire state.

Mr. Todd: The same condition exists in my county.

Mr. Cutler: Moreover, the farmers say they have not derived any benefit from the county agents, but say these men are thrust on them by the Dep't of Agriculture.

Mr. Biles: Five farmers have reported to the Governor that these county agents are active in merchandising for personal profit.

Mr. Graham: In Jackson county the lumbermen have complained of the county agent, so you see it is not only in one line that they operate but in many. We will not be alone in our fight.

A motion was made to appoint a com'ite to find out exactly what the duties of the county agent are and if they shud go into merchandising. Also, if it is the intent of the Department of Agriculture to allow this to continue.

Following com'ite was appointed: W. A. Cutler, W. I. Biles, Geo. Dimond and Joe Frutchy.

Horse vs. Motor Truck.

Mr. Young read the following resolution and urged its adoption:

Believing that it is more economical to use horses than trucks in most instances, therefore
BE IT RESOLVED, That the Hay and Grain Ass'n go on record to this effect and urge its

membership to give, on all occasions where practical, definite data to this effect.

Mr. Young made a further motion that the report of the resolutions com'ite be forwarded to the board of directors at a later date, because the report was not ready to be submitted at the meeting, and if the board of directors vote with favor upon the resolutions, the resolution will become part of the minutes of the 18th annual meeting.

Mr. Dean of Auburn, N. Y., urged care on the part of country grain men in figuring handling cost.

A. J. Carpenter New President.

The following officers were elected: A. J. Carpenter, Battle Creek, Pres.; J. M. McAllister, Caro, First Vice-Pres.; Will Francis, Mt. Pleasant; Second Vice-Pres.; Albert Todd, Owosso, Treas.; John C. Graham, Jackson; Sect'y. Directors: S. O. Downer, Birch Run; H. D. Jeffers, Marlette; D. Mansfield, Remus; Robert Ryon, Lansing; Harry Northway, Owosso and J. Baldwin, New Haven.

THE GUARANTEED PRICE of the 1919 wheat crop has been increased to \$2.30 per bu. at Galveston and New Orleans. The law guaranteeing wheat prices also provides that on and after July 1, no wheat or wheat flour shall be imported into or exported from the United States except under prescribed limitations to be fixed by Wheat Administrator Julius H. Barnes. Congestion at terminal points is expected to be lessened because it is expected that the increase in price at these ports will divert shipments in that direction from Atlantic terminals.

Exchange Cannot Limit Inspection Service.

Herbert C. Marshall, acting chief of Bureau of Markets in Service and Regulatory Announcements No. 49 in reply to a letter of inquiry as to whether or not the grading of samples of wheat brot in by farmers or others is compulsory or optional states that in order to comply with the provisions of the Act which forbids the sale or shipment of grain that has not been inspected and graded, that inspectors employed by a grain exchange and licensed by the Secretary of Agriculture are required to render inspection service, this being provided for in regulation 2 as follows: "Each licensed inspector, whose license remains in effect shall, without discrimination, as soon as practicable, and upon reasonable terms, inspect, grade and issue a certificate of grade for each inspection of any grain of the kind mentioned in his license, the inspection and grading of which is required under the Act, if such grain be offered and made accessible during customary business hours for such inspection and grading at a point where he performs service as a licensed inspector under conditions which permit the taking of samples and the determination of the grade of the grain in accordance with these regulations."

In order to carry out the purposes of the Act, it seems clear that the acknowledged benefits of inspection services should not be unreasonably restricted, and that no exchange or similar organization has the right to limit the scope of the inspection services to be rendered by employes of such Exchange, who are licensed inspectors so as to conflict with any duty imposed upon them by the Act and the regulations.

Generally, however, it will be noted that the licensed inspector who is requested to inspect grain for which standards have been fixed under the Act has no knowledge as to whether the particular lot or parcel of grain submitted is involved in a shipment in interstate or foreign commerce. Therefore, by refusing to render the inspection service when requested under such circumstances, the inspector assumes considerable risk of noncompliance with the requirements placed upon him, which, in case of such non-compliance according to the circumstances involved, might result in the suspension or revocation of his license as an inspector.

Sample Your Grain Carefully.

At the existing high values for grain the country shipper can take no chances in buying or selling grain. When a few ounces in weight, $\frac{1}{2}$ percent dockage or the presence of a small amount of foreign material may change the grade on a certain shipment of wheat from No. 2 to No. 3 and thereby change the price materially, accurate sampling is more imperative than ever before.

It is therefore obvious that the country shipper should obtain a representative sample of every wagon load received and grade his grain from the sample. His work does not end here, however, for he must see that each load shipped to the terminal market is evenly loaded so the inspector and sampler will be able to determine the accurate grade without difficulty.

The dealer who follows the instructions on grading laid down in our article on "How to Grade Wheat," page 1102 of Grain Dealers Journal for June 25, will find a bigger profit on his books at the end of the season.

In speaking on this subject recently, R. H. Miller, Grain Supervisor of the Northwest, said:

"The factors considered in grading, are quality and condition, purity of type or class, foreign material, more or less detrimental, more or less easily removed from the grain, weight per bushel, and some other factors.

"If you do not have a definite idea of what a grade means you certainly are going to have trouble if you sell or buy on future contracts for future deliveries, and be satisfied whether or not you have delivered what you should deliver or received what you should receive."

STEPS IN GRADING: As to the methods of procedure in obtaining a representative sample and fixing the proper grade, the steps should be familiar to all by this time, for they have been printed in the Grain Dealers Journal.

The tester used in probing car loads of grain is a double shell ten-compartment trier. If there is any unevenness in the quality of the grain this ten compartment trier will detect it and show approximately at what level the off-grade is loaded in the car. A cloth

is spread out on top of load as is shown in illustration on which the grain drawn is placed. Samples are drawn from 5 to 8 different parts of car. Each small pile of grain on the cloth is examined for odor, temperature, condition and uneven loading. The sample is then taken to the inspector's office for the moisture test.

After a fair average sample is secured the first step in grading is to determine the dockage, including all foreign material which can be removed with cleaning devices, or an appropriate sieve. Dockage is denoted in percentage with no fractions taken into consideration.

Next, the test weight. Fill the tester kettle with a funnel similar to the one recommended by the Bureau of Markets, and stroke it off with a ruler by zig-zag motion to make the grain level with the top of the kettle. Weigh carefully, taking care not to jar.

Moisture is the next factor, but after the first run of the crop this is not always an important item for consideration unless the weather has been excessively wet.

Heat damaged or bin burned kernels are picked out. Only 1% of these kernels is allowed in No. 1 grade.

Foreign material other than dockage is also taken into consideration.

All the points mentioned above enter into the grade of the grain, but it is not necessary in every case to make all the tests on each sample. An experienced grain man can determine at a glance what the dockage is apt to make the grade. The offices of the Grain Supervisors in the various sections of the country are equipped to answer any correspondence relative to grades.

REFUSAL of millers in New South Wales to comply with the government's request that they use 25% of 1916-17 wheat, 50% of 1917-18 and 25%, 1918-19 because they consider the 1916-17 wheat unfit for human consumption, has resulted in a threat to cut off all supplies of wheat. So far this action has not been taken. One miller describes the 1916-17 wheat as "stinking."

Divided Samples.

By J. A. Hallam.

Samples should not be divided on the canvas while in the car as practiced by some.

The entire five or more should be taken to the inspection office and run thru the Boerner Sampler to the amount needed for analysis.

When using a regulation probe everything falling in the openings during the probing must be reckoned within the grading, and if the amount probed is divided on the canvas we have no assurance whatever that the part which is placed in the bag represents the lot. In handling it in this manner we guess at it from the very start.

Although the canvas is folded up and the grain thoroughly mixed, but when the cloth is again opened and the dividing takes place by creasing the canvas it is possible to say on which side of the crease lies the largest percent of dockage or foreign material.

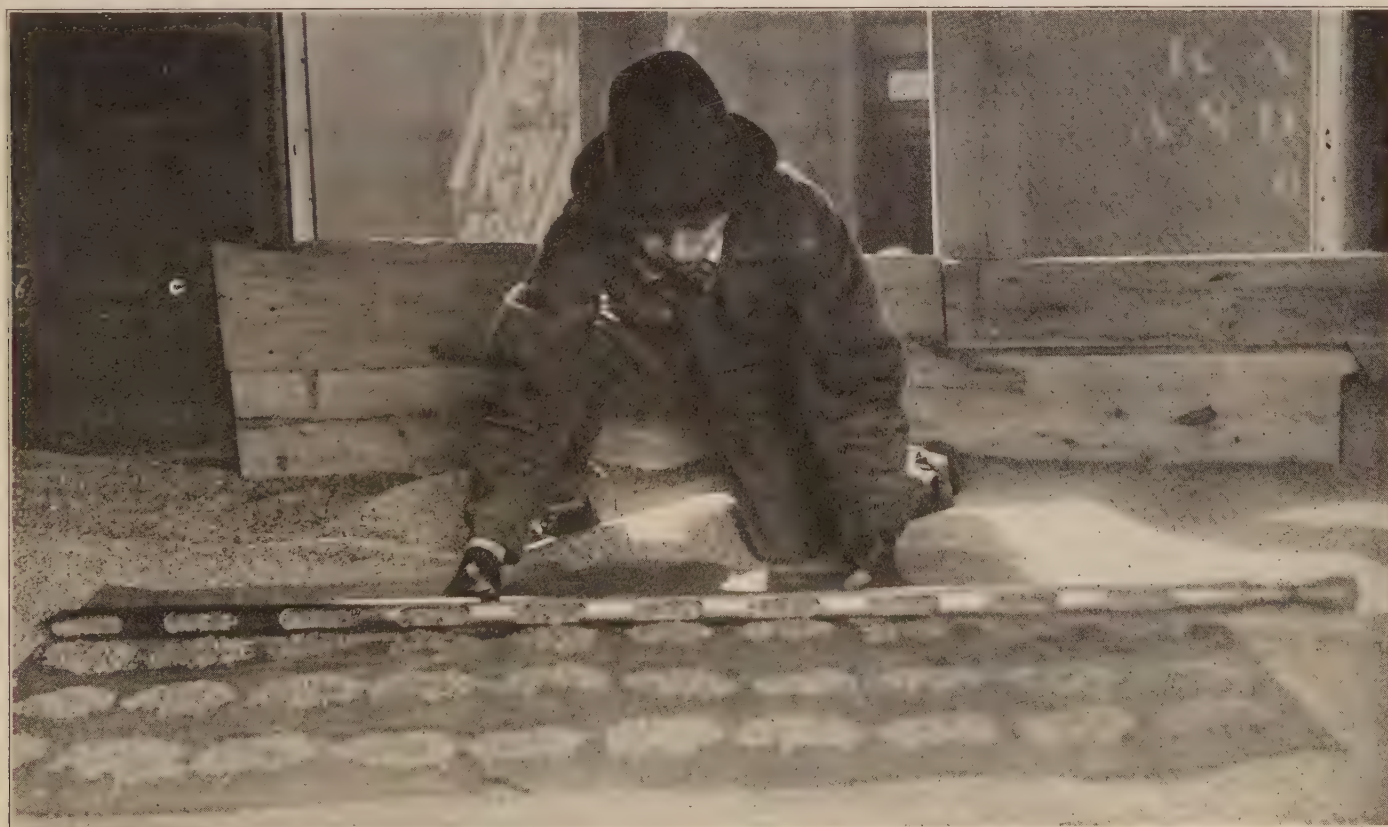
Probes for moisture cans should be taken separately.

The inspector may know what dockage is, also be honest in his grading, but unless this one rule is followed carefully by all, there will often be found a difference in the amount of dockage or foreign material in the same car as graded by different inspectors.

Insurance Notes.

THE NATIONAL ASS'N of Mutual Casualty Companies plans to hold a conference of claim attorneys of mutual casualty companies. This conference will be held in conjunction with the next meeting of the governing board, which convenes at the same time and place as the annual meeting of the national convention of insurance commissioners. More than thirty mutual casualty companies will have their claim attorneys and superintendents present. A special committee is planning a comprehensive program.

THE QUAKER OATS Co. will increase the authorized preferred stock from \$15,000,000 to \$25,000,000 and the authorized common stock from \$15,000,000 to \$25,000,000.



Placing Grain from 10 Compartment Probe on Cloth in Car.

National Hay Association's 26th Annual Meeting

The twenty-sixth annual meeting of the National Hay Ass'n was held at the Statler Hotel in Detroit, July 16, 17 and 18. Pres. Samuel Walton presided over the four sessions, while Sec'y J. V. Taylor was in charge of the registration.

Those who attended the Michigan Hay and Grain Ass'n meeting also remained in Detroit for the Nat'l Hay Ass'n meeting.

The President called the meeting to order, and in the absence of the Mayor, Corporation Counsel Wilcox delivered the address of welcome, and Dr. John Acheson, Pres. of Penn. College for Women, Pittsburgh, rendered the invocation.

Responses to the welcome were made by J. L. Dexter, Detroit, ex-Pres. of the Ass'n. T. W. Swift, Pres. of Board of Trade, and Fred M. Williams, New York City.

During Mr. Williams' talk he wandered from condemning the future bright prospects of the motor truck to the advocacy of municipal food markets. It is becoming more evident daily that the establishment of municipal markets depends upon the further development of motor truck transportation. Shud middlemen advocate doing away with the middlemen?

D. W. McMillen, Fort Wayne, Ind., read the memorial address. He said in part: It is with considerable regret that we have to report the death of twenty-four members during the past year. This is by far the greatest number of deaths ever reported in any one year.

Sec'y J. V. Taylor read the minutes of 1918 meeting.

The President read the report of the board of directors. In conclusion he said: A year ago when informed I had been selected to serve as your executive officer you will recall these words: "I hope to give you no occasion to regret having done so." What I have done has been what a clear conscience dictated to me as right—partiality was entirely foreign to any of my actions."

Other speakers of this session were Col. H. C. Jones of Baltimore, Alfred Gowing, chairman of the legislation com'te, Cincinnati, and H. E. Horton, Chicago, Ill.

Com'tes were also appointed at this session.

THURSDAY MORNING SESSION.

C. M. Rice, Omaha, Nebr., delivered the reports of the State Vice-Presidents.

The report of the Com'te on Transportation was read by J. H. Devlin, Chicago. He said in part: In conference with the traffic managers of organized hay exchanges and associations, the outstanding feature of transportation activities during the past year has been the desire of all to co-operate with the government in moving hay and foodstuffs quickly and with as little waste as possible. Your com'te appeared before the Interstate Commerce Commission and asked for a reduction in demurrage charges. A recent ruling by the Director General has reduced the charges to go into effect July 20th to \$2 per day for the first four days after free time and \$5 per day for all time thereafter.

E. C. Eikenberry, ex-Pres. Grain Dealers Nat'l Ass'n, read a very interesting and enlightening address on the general situation of the world's markets, and the prospects for the future. Extracts from his splendid address appear elsewhere in this issue.

Dr. Acheson delivered an address entitled "America in the New Age," which will not soon be forgotten by those who were present.

D. S. Wright, Weedsport, N. Y., presented the prizes in the membership contest.

THURSDAY AFTERNOON SESSION.

Reports were read and business matters brought before the meeting. The report of the Grades Com'te was given by F. L. Young of Lansing; the By-laws Com'te by Chas. England of Baltimore; Arbitration com'te by Rudolph Raabe, Ft. Jennings, O. The report of the Sec'y and Treas'r was read by J. V. Taylor. From his report we take the following:

Secretary's Report.

We have received in our office this year 239 cases; 17 cases referred to the committee for investigation; 9 members suspended for violation of our Arbitration Rules; 4 cases appealed to the Board of Directors; 2 cases withdrawn; 24 cases settled in full through the efforts of the Secretary's office; 168 cases of minor character, of which no official record was kept, settled satisfactorily; 23 cases now under preparation.

FINANCIAL STATEMENT.

Balance on hand July 1, 1918,	
including bonds	\$ 9,522.81
Receipts from all sources,	
1918-19	19,487.06
Total	\$29,009.87
Total disbursed, 1918-19	16,321.65
	\$12,688.22
Liberty Bonds, 1918-19	2,500.00
Balance on hand	\$15,188.22

MEMBERSHIP.

Our membership has nearly doubled any two previous years, 480 members being enrolled during the past year. Total is now 1,592.

The present crop of hay has been estimated by the government as 114,930,000 tons, compared to 90,443,000 for 1918, and 98,439,000 for 1917. So far as I have been able to learn it is quite a bit above normal. However, I cannot agree with the government's figures, from the information received in our office, for practically 115,000,000 tons of hay. As we see it now, there will probably be about 100,000,000 tons of hay grown.

We have now one of the greatest organizations in this country, recognized by the trade and by the government. Let's not go backward one step, but hitch our wagon to a star for Unlimited Success.

PLAN RAILROADS' RETURN.

We have all had our fill more or less with conditions in respect to the railroads in past few years. While we were patriotic enough to stand anything to whip the Kaiser, the war is over now and we are ready to see the carriers back in the hands of private ownership.

Any plan or act of Congress to be effective must provide for the following:

1. Resumption of a policy to furnish incentive and initiative.

2. Continuance of competitive service among railroads in all parts of the country—competition in service to be between railroads, not sections—to avoid building up one section or place as against another.

3. Recognition that adequate freight and passenger rates are the basis of railroad credit and essential to industrial, business and agricultural growth; but congressional recognition that rates must produce not less than a defined rate of return on railroad property investment in the aggregate.

4. Means for the adjustment of railroad rates, and of the net revenue therefrom, recognizing the stubborn fact that rates cannot be made that will enable the great bulk of roads to earn sufficient for their proper operation and maintenance without giving to the more favorably situated roads more earnings.

5. Consolidation of railroads along natural lines in the public interests, and under the guidance and advice of a capable body of regulatory experts and practical railroad operating and financial representatives, working conjointly, with sufficient time for public hearings. To provide a practical means for deciding upon joint use of terminals and other facilities.

6. The Interstate Commerce Commission to establish procedure to co-ordinate the work of state commissions, with regional interstate commissions.

It has been further demonstrated that no one man can handle the gigantic task of operating the railroads of this country.

Mr. G. I. Christie of the Dept. of Agri., warned against causing unrest amongst the farmers. He maintained that the land tillers

must get a square deal all the way through or there will be serious trouble. He said in part:

Agricultural Unrest.

It was expected that with the coming of an armistice and peace there would be an immediate return to the farms of the European men who had been withdrawn from them, and, as a consequence, a quick return to the conditions by which Europe was able to feed itself without much, if any, assistance from our farmers.

But this has not been the case. Because of the chaotic condition of agriculture, the instability of governments, and so forth, the demobilized men, instead of returning to the land, have flocked to the big cities. Budapest, with a population before the war of 800,000, now numbers 2,000,000 people. More than 1,000,000 has been added to the population of the comparatively small city of Vienna since the signing of the armistice.

It is equally true that there is unrest among our farmers. Everywhere the man on the land is organizing into groups to make sure that he obtains his rights and a fair share of the proceeds from his labor and land. It will not be enough hereafter to tell the farmer that this is the price he is to receive and no more. He will not take that answer. Everywhere he is beginning to ask why, and silver-tongued agitators find it easy to go among the farming class and work up dissatisfaction and discontent by accusing the grain dealer, the hay dealer, the banker and the grocer of fattening off of the work of the man of the soil.

On the other hand there has been too much talk of the farmer getting an undue share of the advance in prices all along the line. There has been too much talk of the benefits of the government guarantee on wheat and pork all going to the farmer.

You hay men who are close to the actual situation know that that kind of talk is untrue and unjust. I tell you that the farmer would have made much more money had the government never guaranteed prices of his products.

Friday Morning Session.

The Friday Session was a business meeting with reports from the Resolutions Com'te and Board of Directors. Unfinished and new business was taken up and the following officers elected for the coming year: Frank L. Young, Lansing, Pres.; C. D. Carlisle, Kansas City, First Vice-Pres.; Fred M. Williams, New York, Second Vice-Pres. Directors for two years: Samuel Walton, Pittsburgh; Geo. S. Bridge, Chicago; John Collins, Jr., Cincinnati, and J. E. Chiconie of Quebec.

Convention Notes.

Chas. England and G. A. Hax represented Baltimore.

W. H. Toberman of Toberman, Mackey & Co., St. Louis, was present.

L. La Budde of the Franke Grain Co., Milwaukee, did a little hay lobbying.

Brouse-Skidmore Grain Co. furnished Daily Market Report during the convention.

P. E. Goodrich, Pres. of Grain Dealers Nat'l Ass'n, ex-Pres. and ex-Sec'y of the Nat'l Hay Ass'n, was on hand.

Friday an auto trip around the city occupied the spare moments for those who were not attending the last business session.

Pres. Gates of Chicago Board of Trade appointed Geo. S. Bridge and Chas. E. Walters as a com'te to represent the Chicago exchange.

F. R. Sowers, Sec'y of the Cleveland Board of Trade, said: "All of the Cleveland Board of Trade officers are here, and most of the exchange members."

Thursday night a banquet was served at the Statler, followed by dancing in the ball room. Cabaret, an excellent supper and good music was provided for the occasion.

Toledo was well represented by C. E. Patterson of John Wickenhiser & Co., Win. M. Cummings of J. F. Zahm & Co., J. L. Doering of Southworth & Co., and J. E. Churchill.

Long distance representatives included John Connolly of Jersey City, Geo. K. Johnson of Sioux City, Ia., Theo. W. Martin of Atlanta, Ga., Vernon M. Green of Washington, D. C., Max H. Miller of El Paso, Tex., Irvin L. Sutherland, Richmond, Va., Edward A. Knapp of Omaha, Nebr.

Visiting Hay and Grain men of the Michigan Ass'n were entertained by Board of Trade members at the Temple Theater Tuesday night. A large section of the main floor was reserved for the visitors who enjoyed a splendid vaudeville bill.

Among Chicago receivers present were: W. E. Haynes of Nusbaum, Haynes Co., H. L. Roy and J. H. Devlin of Albert Miller & Co., Henry Freeman of Henry H. Freeman & Co., and R. F. Morrow of Bridge & Leonard, G. A. Goslyne of Rosenbaum Brothers.

Delegates and their families were given a boat trip Wednesday down the Detroit River to Lake Erie. The boat left dock at 2:00 p. m. and all had an enjoyable trip. Refreshments were served and many danced. Music was furnished by a splendid orchestra. The boat returned at six p. m.

Souvenirs: Toy balloon, Fitzgerald Bros.; dancing girls, Gale-McMillan Hay Co.; phone index, Herbert A. Post; pocket sewing set, J. F. Zahm & Co.; memorandum book, White Grain Co. and Mutual Commf. Co.; note book, Bunting & Hill Co.; Cincinnati pennant by their boosters; pencils, The Eikenberry-Fitzgerald Co., Brouse-Skidmore Grain Co., and W. A. Van Horn; face puzzle, Southworth & Co.; blotters, J. F. Costello Grain & Hay Co., H. A. Post, H. M. Strauss & Co., Toberman, Mackey & Co.

Cincinnati boosters were after the next convention for their town. The Cincinnati delegation of twenty-two included the following: Chas. B. Hill, Jos. Heuerman, Geo. Kellar, Geo. Root, Earl Root, Harry H. Hill, Louis McLaughlin, Earl F. Skidmore of Brouse-Skidmore Co., Ray Herzog, Oliver Muchmore, John Collins, Jr., Harry Niemeyer, Louis McMillen, W. S. Brown, Chas. Granger, Ed. Dennin, Witt Daniels of Mutual Commission Co., Al Gowling, Sherman Boss, Frank Thompson, W. A. Van Horn, John A. Ferger.

Elevator and Mill at Clifton, N. J.

One of the up-to-date corn products plants of the country is that at Clifton, N. J., of the Clifton Cereal Mills Co., which is equipped to manufacture flour, granulated meal, cream meal and dusting meal from both white and yellow corn, as well as rye flour, hominy feed and rye feed.

The building, shown in the engraving, is constructed of reinforced concrete, having grain storage in a concrete adjunct to the mill, with receiving pit, elevators, bins and spouts arranged in a manner to give the greatest speed and convenience in handling. The building occupies a ground area of 34'0"x64'0" and is 60'10" high to the top of main roof slab. The elevator portion of the building is 13'0" wide and runs the entire length of the building. It is divided into five bins 8'0"x13'0"x56'0" deep and four bins 6'6"x8'0", having a total storage capacity of 26,000 bushels. Two concrete milling bins 8'0"x10'6"x25'0" were erected in the mill. A cupola 15'0"x18'0"x21'6" high is built next to the receiving track to contain the elevator head, scale and spouting.

The machinery consists of 1 receiving elevator, 2,000 bus. capacity; 1 cleaning elevator, 2,000 bus. capacity; 1 car shovel; 1 6-bu. Richardson Automatic Receiving Scale, 1,500 bus. capacity; 1 No. 5 Invincible Compound Shake Double Receiving Separator; 1 No. 3 Invincible Drier; 1 10" spiral conveyor over bins; 1 10" screw conveyor under bins; 1 counterbalanced manlift; 3 15-h. p. General Electric Motors. The elevating and conveying machinery was furnished by the Weller Manufacturing Co.

Solid steel sash were used thruout the building. They were glazed with 1/4" wire glass on the exposed sides of the building and double strength clear glass on the unexposed sides.

Electric motors using central station current drive all machines by belt, but steam is supplied by two vertical boilers for heating the mill and the driers. The output of the plant

is 5,000 bus. daily, much of which is delivered by autotruck for consumption in the towns densely dotting northern New Jersey. This modern "daylight" plant was erected by Deverell, Spencer & Co.

Cars to Be Divided in Proportion to Grain on Hand.

The Interstate Commerce Commission reports that in the case of Tanner & Co. et al. vs. the C. B. & Q. R. R., the defendant's practice in the distribution of freight cars to shippers of grain at stations in Nebraska was found to be unduly prejudicial; but the Commission does not specify the language of rules for car distribution that should be employed.

The complainants, A. A. Tanner & Co., Highland Grain Co., and E. L. Hurlburt & Co., operate grain elevators and are engaged, respectively, in buying and shipping grain at Benedict, Giltner, and Utica, stations on defendant's lines in Nebraska. Their complaint, filed Feb. 18, 1918, attacks defendant's practice in the furnishing of cars for the shipment of grain at the points named, alleging that it is "unfair, unlawful, and discriminatory" against complainants and in favor of their competitors shipping from the same points.

Effective Jan. 12, the rules formulated by the Nebraska commission apportioned cars on the following percentage basis, made up of two factors: (1) the volume of the shipper's traffic during the preceding calendar year, and (2) the amount of grain on hand and offered for shipment on the last Saturday of the preceding month. The complainants contend that this basis of apportionment works a hardship on smaller firms, and that grain on hand should be the basis, irrespective of "past performance."

The Commission holds that it is entirely

fair to distribute the largest share of the available cars to the dealer with the largest amount of grain on hand ready for shipment even tho he might not during normal periods have controlled the larger volume of grain shipped from the point at which he is located, for his elevator must be regarded as a part of the facilities necessary in the transportation of grain, and in so far as he has provided himself with superior facilities he is entitled to whatever advantage he may secure thereby. With all their elevators filled shippers would probably offer all of their grain for shipment in order to secure the greatest possible share of available equipment, which, however, will not constitute undue preference.

Centralization of Allied Buying.

The organization of an interallied economic commission to regulate prices and distribution of food, until the European countries have passed thru the reconstruction period, is being urged by Britain's statesmen. Food riots and revolution are predicted by fall and winter unless something is done to check the "avaricious American profiteers."

J. R. Clynes, former food controller states that the situation, bad now, will become critical by fall. He expects a great scramble among European nations, with all of them, including Germany competing for American foodstuffs and predicts that prices will go higher in America as well as on the continent. He favors a world wide food council to which all the countries of Europe will send representatives.

THE TOTAL PRODUCTION of cotton this year is estimated at 10,986,000 bales, which will vary accordingly as conditions are better or worse than average conditions. Last year 12,040,532 bales were produced and two years ago the crop was 11,302,000 bales.



Elevator and Mill of Clifton Cereal Mills Co., Clifton, N. J.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Little Rock, Ark.—The Joe Daniel Mill & Elvtr. Co., incorporated; capital stock, \$75,000; Joseph Daniel, pres., A. C. Huddleston, vice-pres., D. H. Echolls, sec'y, and D. J. Daniel, pres.

CALIFORNIA

San Francisco, Cal.—Barley is still very strong, \$3.12½ per cental having been paid on call for December delivery. May 1920 delivery \$3.23½. This price is probably 45c a bushel higher than any other barley grown in America and is good evidence of the quality of the grain and how it is appreciated in Europe. The only real competition of California as far as barley is concerned is the Mediterranean coast of Africa.

CANADA

St. Pierre, Man.—The Carey Elvtr. Co., Ltd., incorporated; capital stock, \$20,000.

Montreal, Que.—Quintal & Lynch, Ltd., contemplate building an elvtr. and a large transfer hay shed.

St. Boniface, Man.—Work on a new \$40,000 elvtr. will be begun here immediately by the Portage Milling & Transfer Co.

Rumsey, Alta.—Parrish & Helmbecker Co. is building a grain elvtr. here to be completed in time to handle this season's crop.

Fort William, Ont.—The Saskatchewan Co-operative Elvtr. Co., of Regina, Sask., is adding a 2,000,000-bu. storage house to its elvtr. here.

Port Arthur, Ont.—The contract for building the big Canadian National Elvtr. has been awarded to the Barnett-McQueen Co. The work will cost \$1,000,000, and is to begin at once.

Regina, Sask.—The Co-operative Elvtr. Co. is in negotiation with the city for the purchase of land on which to erect 20 houses for its employees. It will rent these houses to employees at cost.

Ottawa, Ont.—The Agricultural com'lite of the House of Commons recommends the construction of an interior terminal elvtr. in Ontario. A sum not to exceed \$1,000,000 is named as the appropriation.

Wymark, Sask.—The Central Grain Elvtr. and the Pioneer Elvtr. burned the morning of July 8. The former was empty, but the latter held 2,000 bus. of wheat, some barley, and flax. The flax was saved.

Winnipeg, Man.—The N. Bawlf Grain Co. is opening a branch office in The Royal Bank Building, Toronto. The new office will be ready about Aug. 1, and will be under the management of S. N. Jones, formerly of the head office at Winnipeg.

Winnipeg, Man.—The Council of the Winnipeg Grain Exchange, at a meeting held on July 10, fixed the following as the grades of wheat deliverable on contracts: (a) higher grade wheat, (b) No. 2 Manitoba northern wheat at a discount of 3 cents per bushel. (c) No. 3 Manitoba northern wheat at a discount of 8 cents per bushel.

Winnipeg, Man.—July 21, was the date set for the reopening of the wheat market here. A number of things had to be taken into consideration: the royal commission in London is not ready to buy wheat at present, an adequate supply of ocean tonnage must be provided, and plans had to be made by Minister of Trade and Commerce McLean. This market has been closed for trading in contracts for future delivery since September 1, 1917. The fixed price of wheat for the season's crops of 1918 automatically ceases on August 31, 1919. The contract month, opened July 21, is for October.

COLORADO

Hyde (Yuma p. o.), Colo.—M. J. Wagey of Yuma is building an elvtr. of 12,000 bus. capacity here.

Ault, Colo.—The officers of the Ault Exchange Co. are: J. G. Newman, pres.; Aug. Molander, vice-pres.; and G. N. Page, sec'y.—J. G. Woodling, mgr.

Akron, Colo.—Joseph L. Hall, formerly mgr. of the Otis Farmers Elvtr. & Supply Co., Otis, Colo., is now associated with the Akron Farmers M. M. Co-operative Ass'n.

Akron, Colo.—The overhauling of our elvtr. and the installation of a new Type P 10-ton Fairbanks truck scale has just been completed by Lee Blevins.—Fred P. Fassler, mgr. Washington County Farmers Union Co-operative Ass'n.

Genoa, Colo.—I am building a 16,000-bu. grain elvtr. fully equipped with automatic scales, large cleaner, manlift, 10-h.p. Fairbanks-Morse Engine. I am also putting in a coal business, and building a warehouse for seeds and flour.—C. H. Stramp.

IDAHO

Kendrick, Ida.—Theo. Hanson, for 28 years identified with the grain business, is the new mgr. of our company.—Kendrick Rochdale Co.

Jerome, Ida.—The Farmers Grain & Milling Co. is rushing work on an additional reinforced concrete storage bin, to be 60 feet high, 20 feet in diameter, with a capacity of 40,000 bus.

Nampa, Ida.—Work has been started on the 100-bbl. mill and 50,000-bu. elvtr. of concrete, for the Farmers Society of Equity. The company is also erecting a large cement warehouse to cost \$15,000. Copeland & Co. have the contract.

ILLINOIS

Tabor, Ill.—Ira C. Land has taken a position with the Tabor City Grain Co.

Fithian, Ill.—C. B. DeLong will install wheat cleaning machinery in his elvtr.

Dollville (Tower Hill p. o.), Ill.—I am successor to Galster Bros.—S. E. C. Galster.

Siebert Station (Grayville p. o.), Ill.—E. H. Morris has leased Siebert Bros.' elvtr.

Winchester, Ill.—Emory Waid is the new mgr. of the Farmers Elvtr. & Mercantile Co.

Bulpitt (Kincaid p. o.), Ill.—Farmers Grain Co., incorporated, capital stock, \$20,000.

Oakland, Ill.—H. H. Wright of Brocton has purchased the Palmer & Peck elvtr. here.

Maquon, Ill.—The Maquon Farmers Elvtr. Co. has bot the elvtr. of Roberts & Pearson.

Normandy, Ill.—I have bot the grain and coal business of B. M. Stoddard.—Roy Norman.

Coatsburg, Ill.—The Coatsburg Grain & Livestock Co. is building approaches to its elvtr.

Champaign, Ill.—J. B. Woodin, formerly of Le Roy, Ill., is local mgr. for Walters & Bowman.

Ashland, Ill.—The Central Illinois Grain Co. has begun the erection of a new office building.

Roanoke, Ill.—The \$20,000 concrete elvtr. has been completed by the Roanoke Farmers Ass'n.

Del Rey, Ill.—E. O. Teach has succeeded Paul Thielen as mgr. of the Del Rey Farmers Grain Co.

Ogden, Ill.—Charles Ludwick has been engaged as the mgr. of the Zorn Grain Co.'s office here.

Fayette, Ill.—C. Kieker has bot the Olbert & Mantz elvtr. here. His son, Reuben, will be mgr.

Woodland, Ill.—Woodland Farmers Elvtr. Co. has increased its capitalization from \$12,000 to \$40,000.

Glasford, Ill.—Work on the construction of the elvtr. for the Glasford Farmers Elvtr. Co. has begun.

Tomlinson Siding (Mount Pulaski p. o.), Ill.—The Tomlinson Siding Farmers Co-operative Co. incorporated; capital stock, \$20,000; incorporators: Elmer T. Tomlinson, Chris Beck, R. B. Leslie, George A. Tomlinson, A. M. Park.

Blue Mound, Ill.—The addition to the elvtr. of E. W. Crow & Co. has been completed and is now in use.

White Hall, Ill.—A loading dump and leg have just been completed for H. W. Roodhouse by A. G. Boggess.

Mt. Pulaski, Ill.—The Farmers Grain & Elvtr. Co. is having a Fairbanks 10-ton Auto-Truck Scales installed.

Shirley, Ill.—The Shirley Farmers Grain & Coal Co. has increased its capital stock from \$6,000 to \$40,000.

Arlington, Ill.—P. D. O'Connor has resigned as mgr. of the Arlington Grain Co. to accept a position in Joliet.

Troy, Ill.—Although the Farmers Co-operative Elvtr. is not completed, Mgr. Harry Take is handling grain.

Tazewell (Mackinaw p. o.), Ill.—Mr. J. M. Jeffrey will be mgr. of an elvtr. here for the Quigg-Railsback Co.

Winchester, Ill.—Emory Waid, formerly employed at the First State Bank, is the new mgr. of the Farmers Elvtr.

Smithshire, Ill.—We are going to install an electric motor in our plant soon.—M. B. Hyde, mgr. Shontz, Davis & Co.

Springfield, Ill.—Frank Wiedlocher & Sons will spend about \$8,000 improving and enlarging their elvtr. and store room.

Arlington, Ill.—P. D. O'Connor has resigned as mgr. of the Arlington Grain Co. A successor has not yet been appointed.

Bell Landing (Hartsburg p. o.), Ill.—The Glasford-Banner Farmers Elvtr. Co. is erecting a concrete elvtr. at this place.

Byron, Ill.—W. H. Waldie has resigned his position as mgr. of the Farmers Grain Co., and Will Leary has succeeded him.

Ipava, Ill.—The Farmers Elvtr. Co. has purchased J. H. McCune's east elvtr. and grain office, and has taken possession.

Cullom, Ill.—The farmers are organizing a farmers elvtr. company. They expect to purchase one of the two elvtrs. here.

Scales Mound, Ill.—C. N. Fank has bot the elvtr. here of J. T. Walton, the only elvtr. operated at this station.—E. S. Warren.

Alhambra, Ill.—The Farmers Co-operative Elvtr. is not completed, but Mgr. Albert Bayer is busy with shipping and loading.

East St. Louis, Ill.—The Kehlor Flour Mills Co. has begun the erection of a new elvtr. of concrete, which will cost about \$60,000.

Green Valley, Ill.—The elvtr. being erected by the Farmers Grain & Coal Co., is completed except for the installing of the machinery.

East Lynn, Ill.—L. W. Singleton is out of business here, and the Singleton & Merritt business now being run by me.—H. E. Morgan.

Deer Creek, Ill.—The Farmers Grain & Stock Co. has leased the elvtr. which the Turner-Hudnut Co. recently bot from Ellis & Wagner.

Jonesboro, Ill.—W. B. Clark, for some time conducting a feed store, is bookkeeper and assistant mgr. of the Union Grain & Mill Co.

Bentley, Ill.—Lawless, Lohr & Cook, of Paloma, have bot the elvtr. of Daniel Bros. William Wilder and son, Samuel, are in charge.

Decatur, Ill.—A contract has been let for the construction of a concrete elvtr. for the Shellbarger Mill & Elvtr. Co., to cost about \$15,000.

Henning, Ill.—McNeal & Prillaman, and Crawford & Cornell, the two elvtr. firms here, have installed 30-h.p. electric motors in their elvtrs.

Wenona, Ill.—Taggart & Stotler have shipped 2 carloads of wheat to Chicago. All this wheat was grown on the I. C. R. R.'s right of way.

Minonk, Ill.—George Nellerger has resigned as mgr. of the Minonk Farmers Elvtr. & Supply Co., and M. Webster of Gilman is the new mgr.

Atkinson, Ill.—Ed Celus has succeeded H. N. Carmon as mgr. of the Farmers Grain Co. Mr. Carmon has not made plans for the future as yet.

Heyworth, Ill.—Edward Phinney, 50 years old, an employe of the Hazenwinkle Grain Co., dropped dead in the office after finishing a day's work.

Jerseyville, Ill.—Elias Cockrell & Sons are adding a \$5,000 drier to their elvtr. here, which will have a capacity of 6,000 bus. every twenty hours.

Bethany, Ill.—The new elvtr. being built for Abrams & Williams has received its first coat of paint, and the company is ready to buy grain.

Edwardsville, Ill.—Arthur Dippold and Arthur Stubbs will take over the elvtr. and business of Dippold Bros. Robert Dippold is retiring from the firm.

Jonesboro, Ill.—The elvtr. being erected for the Union Grain & Milling Co. on the site of the old elvtr., which burned in the winter, is nearing completion.

Butler, Ill.—The elvtr. for the Farmers Co-operative Elvtr. Co. is completed and ready to handle wheat. The elvtr. is built on the farm of George W. Brown, Jr.

Latham, Ill.—H. F. Maus, of Kautz & Maus, is building a grain office to take the place of the old one. It is a brick building containing four rooms, one story high.

Little York, Ill.—Wayne Bros., of Reynolds, have bot the elvtrs. of the Little York Grain Co. here, at Woodvale, and at Eleanor, and will take possession at once.

Frankfort, Ill.—The business of the Frankfort Grain Co. is increasing so rapidly that the old office quarters have been outgrown and a new addition is being erected.

Alexander, Ill.—A farmers elvtr. company is being organized. County Farm Advisor Kendall and A. C. Rice, of the Farmers State Bank at Jacksonville, are interested.

Sadorus, Ill.—The Sadorus Grain Co. is building a metal dust house and a corn drier of 3,000 bus. capacity, which will be in operation by the time the corn crop is marketed.

Media, Ill.—Media Farmers Grain Co. incorporated; capital stock, \$25,000; incorporators: J. C. Brook, Edwin Vorhees, Robert N. Clark, E. G. Lewis, and Edgar D. Rankin.

Rosemond, Ill.—Farmers Co-operative Ass'n incorporated; capital stock, \$8,000; incorporators: William Grimes, E. Ullom, V. Y. Roberts, Charles A. Weaver, William Barry.

Serena, Ill.—Co-operative Grain & Supply Co. of Serena incorporated; capital stock, \$30,000; incorporators: E. E. Bernard, George H. Bernard, Leo Dondanville, Arthur Ness.

Burnett (Buda p. o.), Ill.—Burnett Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$15,000; incorporators: L. D. Loder, Roy Maynard, W. J. Eighth, Martin Carper.

Peoria, Ill.—A. C. McKinley, former mgr. of the E. B. Conover Grain Co., has accepted the position as mgr. of the local branch office of the L. E. Slick Grain Co. of Bloomington.

Cuba, Ill.—The Cuba Co-operative Grain Co. has bot the elvtr. of James Clayberg & Son, and will do business there until its new elvtr., now under rapid construction, is completed.

Brighton, Ill.—The elvtr. of the Brighton Grain, Flour & Feed Co. has been overhauled and the capacity increased. An additional machine for cleaning wheat has been installed.

Petersburg, Ill.—George E. Orebaugh, of Norwalk, O., has leased the flour mill at this city from the owner, H. A. Hueffner. Mr. Hueffner will continue to manage and operate his elvtr.

Peoria, Ill.—We have opened an office here in the Lehmann Building. We expect to handle grain in all its branches, receiving and shipping.—L. E. Slick Grain Co., Bloomington, Ill.

Abingdon, Ill.—Because of increased business, it has been necessary to make extensive repairs to the elvtr. owned by Bader & Co. at Burlington station, in order to make it an up-to-date house.

Padua, Ill.—A heavy rain recently caused a foot deep raise of water in the warehouse of the Padua Grain Co. The company suffered a considerable loss in mill feed and cement stored in the house.

Tuscola, Ill.—James L. Bush, grain dealer here, has opened a branch office in Shelbyville. Raymond Muir of this city, for some time in the employ of Mr. Bush, will be mgr. of the Shelbyville branch.

Clarksdale, Ill.—Directors and officers of the recently reorganized Farmers Grain Co. are: Rolland Parish, Jett Lamb, Louis Seelbach, L. T. Entsminger, Jacob Craig, and A. R. Taylor; pres., H. C. Hart.

Potato wart is threatening to become a serious pest and farmers and grain dealers are requested to give the location of infested fields to Geo. H. Dungan, collaborator in plant disease survey, Urbana, Ill.

Holmes Landing (Green Valley p. o.), Ill.—Dr. R. C. Amrine, John S. Little, G. H. Scripps, J. L. Scripps, H. B. Graff, J. C. Graff and W. R. Leach, have arranged with the Smith-Hippen Co., of Pekin, for the erection of an elvtr. here.

Kempton, Ill.—Mr. Garst, who has been temporary mgr. of the Harrison & Ward interests here, has returned to his home in Leroy. Mr. Ward's son is mgr. at present, awaiting the return of Robert Bruce from Scotland, who will take charge.

Craig (Clinton p. o.), Ill.—The elvtr. here recently taken over by Harrison, Ward & Co. has been enlarged by 10,000 bus. capacity. The total capacity is now 22,000 bus. Electric power is a new feature, also. J. Melvin Ledden is mgr. of the elvtr.

Roseville, Ill.—George Edmund Pratt, mgr. of the grain firm, Pratt & Pratt, and owner of an elvtr. at Swan Creek, died July 11 at his home here, at the age of 67 years. He had been in the grain business here since 1847. He leaves a wife and several children.

A grain map for the state of Illinois, showing production by counties, of corn, wheat, and oats, is being sent out to its friends by the Sawers Grain Co. It is clear-cut, well-outlined, made on good stock, lettered in red and black, ready to be hung for instant reference.

Astoria, Ill.—The Astoria Grain & Service Co. has purchased the elvtr. of the Astoria Grain Co., owned by Irvin Carter, Frank Phipps, and Wellie Hughes of this city. The new company has been organized recently by farmers. Frank Phipps will remain as mgr. for the present. The storage capacity of the plant will be enlarged.

Holton, Ill.—An elvtr. was recently moved here from Hennepin, by Capt. A. C. Wilkey and his barge thru the Crow Creek drainage district's ditch. This elvtr. will be rebuilt on the site of the elvtr. owned by the Turner-Hudnut Co. which burned a couple of months ago. A large elvtr. will take its place in Hennepin, to be built by the Turner-Hudnut Co.

San Jose, Ill.—The San Jose Farmers Co-operative Co. has organized, with capital stock of \$10,000. The following directors have been elected: John Neef, W. J. Rapp, O. S. Biggs, James Harris, John Gruenfelder, L. E. Krug-hoff, and J. L. Betzelberger. The company has bot the Brauer and the Wayne elvtrs. here, and has opened for business. Mr. Brauer is mgr. of the elvtrs.

Mechanicsburg, Ill.—Elvy Yeaman, former mgr. of the Robey elvtr., is the new mgr. of the elvtr. just completed for the Mechanicsburg Farmers Grain Elvtr. Co. at a cost of \$12,000. The officers of the company are: Frank Mooney, pres.; James Hampton, vice-pres.; Floyd Bricker, sec'y. The company will do a general grain business, and also will handle seeds, farm machinery and supplies, lumber and coal.

Peoria, Ill.—Corn Belt Elvtr. Co., incorporated; capital stock, \$200,000; incorporators: Louis Mueller, Geo. L. Bowman, W. W. Newey. This company has secured a warranty deed to the old Iowa Elvtr. site from H. G. Atwood, pres., and Jacob Wachenheimer, act. sec'y of the American Milling Co. A contract for the construction of the new elvtr. will probably be let in a few days. The elvtr. will have a capacity of 500,000 bus.

Du Bois, Ill.—The Dale Maulding Milling Co. has bot the mill here formerly owned by Henry Horn, of Du Quoin, and the elvtr. which belonged to John A. Reminger, and will operate both under the same name. The company has been incorporated; capital stock, \$24,000; W. B. Maulding, pres. John Dale, vice-pres., John A. Reminger, treas. and mgr., and Frank R. Dale, sec'y. John A. Reminger is mgr. (The incorporation of this firm was erroneously announced as the "Dale Malting & Milling Co.")

Springfield, Ill.—Charles Adkins, director of agriculture in Illinois, has issued a notice announcing that a hearing on the proposed eradication from the state of the tall-growing green and purple leafed barberries and their varieties is called to be held at the office of the department in the Capitol Building August 9, at 10 o'clock. At this time any one who may be affected or have interest in the proposed action may be heard either by person or attorney. Japanese barberry is not included, as it is harmless.

Peoria, Ill.—At the annual meeting of the Turner-Hudnut Co. the following officers were elected: V. P. Turner, pres., H. G. Herget, N. R. Moore, W. H. Perrine and H. A. Rumsey, vice-pres., George Hornish, sec'y, R. S. Turner, treas. R. S. Turner and J. D. Canty (the latter for many years with Rumsey, Moore & Co.) will pay particular attention to receiving business. The customers of Rumsey, Moore & Co., of Peoria will thus see that their interests will be looked after by the same people when they ship to Turner-Hudnut Co.

Tuscola, Ill.—The Sawers Grain Co. and the Adolph Kempner Co., of Chicago, have opened up branch offices here. The local mgr. of the Sawers Grain Co. is Kay Keran, of Terre Haute. The representative mgr. of the Kempner Co. is Jesse Summers, formerly of Champaign.

Hurlburt (Elkhart p. o.), Ill.—The Farmers Grain Co. has filed a petition with the state utilities commission, asking that an order be entered, instructing the Chicago & Alton R. R. and the Illinois Traction Co. to construct a switch to the grain elvtr. belonging to the company.

Colmar, Ill.—Some months ago the food administration canceled the license of the Williams Elvtr. Co., which preferred to quit business rather than continue on the narrow margin allowed. This left the community without elvtr. service. The farmers recently organized a company, and applied for a license; but for some reason the government is refusing the license. The members of the company recently received word from Washington to send representatives to attend a hearing granted them by the government regarding the license. This is delaying the business of the new company, and causing much inconvenience.

Petersburg, Ill.—The Junction Grain Co. has purchased the old Charter Oak mill from C. C. Frackleton, and is converting it into an up-to-date elvtr. to be known as the Charter Oak Elvtr. The cupola is being elevated 15 feet higher, making it alone 36 feet high. The entire height of the structure will be about 80 feet. It has a double equipment, two more elvtr. stands are being installed, which will make a five-stand elvtr. Steel elvtr. heads, a moisture tester, a test weight per bushel device, and a grain drier are being installed in this historic structure to make it render service under new conditions.

CHICAGO NOTES.

John J. Mulvihill has posted his Board of Trade membership for transfer.

Simons, Day & Co. have increased their capital stock from \$200,000 to \$300,000.

The rate of interest for advances on Bs/L has been raised by the finance com'te of the Board of Trade to 7% per annum, for July.

The amendment to the rules of the Board of Trade increasing the weighing fee from 50c to 75c per car was adopted July 14 by a vote of 305 to 26.

Harry Scull is recovering from his serious injury of a few months ago, when he was thrown under a train on the C. & N. W. R. R. at Lombard, and lost a leg.

The amendment to the rules of the Board of Trade changing the contract grades of barley has been adopted. Deliverable on contracts are No. 2 and No. 3, the latter 5c discount, under the new style.

Walters & Bowman is a new firm, located in the Postal Tel. Bldg. W. A. Walters was until recently in the grain business at LeRoy, Ill., and L. A. Bowman has been in business with his brother in Peoria.

The work of excavating for the 3,000,000-bu. extension of its storage annex which the Chicago & Northwestern Ry. is building at its South Chicago plant has begun. The addition is in the form of 78 bins all of reinforced concrete and will cost \$1,000,000. It is expected to have the work completed before cold weather. The Witherspoon-Englar Co. has the contract.

Petitions for changes in the rules of the Board of Trade to allow a brokerage of 12½c per 1,000 bus. in lots of 5,000 bus. to registered correspondents who transmit business from one member to another in grain for future delivery; and allowing non-resident members financing their own business one-third of the cash grain commission, have been disapproved by the directors.

The directors of the Board of Trade have ordered posted for ballot four amendments to the rules doubling the brokerage on grain in carload lots between members. On wheat, rye and barley sold for immediate or future delivery or to arrive the rate has been \$1 per car, this being increased to \$2; while on seeds the increase is from \$1 to \$2.50 on flaxseed, and only 50% on other seeds, to \$3 per car, and on seeds in less than carload lots, from 2c to 3c per bag. Brokers soliciting purchases of grain at points outside for shipment to Chicago will be allowed ¼c on wheat, corn, rye, and barley and 1/6c per bu. on oats, instead of the present ½, when the selling prices at Chicago are above \$1.50 per bu. for wheat, \$1.25 for corn, and rye, \$1 for barley and 75c for oats.

Harry A. Zweig has engaged in the grain commission business on his own account with offices in the Traders Bldg., under the firm name Harry A. Zweig & Co. For 18 years he has been in the employ of the well known J. Rosenbaum Grain Co., and for the past four years has handled its cash grain. The new firm will specialize on consignments, handling only cash grain, but will send bids on request. Mr. Zweig is a member of the Board of Trade.

INDIANA

Howe, Ind.—H. W. Diekey is now mgr. for the Lima Elvtr. Co.

Mooreland, Ind.—McLellan & Donahoe have dissolved partnership.

Poneto, Ind.—C. H. Markley has taken a position with the Farmers Elvtr. Co.

Lincoln, Ind.—P. J. Henry is the mgr. for the recently established Lincoln Elvtr. Co.

Walton, Ind.—The Urmston Elvtr. Co. is planning to install a manlift. O. A. Dutchess is mgr.

Bristol, Ind.—The Bristol Milling Co., which operated a mill and elvtr. here, is out of business.

North Grove, Ind.—The North Grove Grain Co. is building a two-story storehouse north of its elvtr.

Westphalia, Ind.—William P. Enley, of Edwardsport has bot the elvtr. of the Westphalia Elvtr. Co.

Evansville, Ind.—The Eastern Grain, Mill & Elvtr. Co. has filed a preliminary certificate of dissolution.

Roanoke, Ind.—The Mardenis Equity Exchange has let the contract for the elvtr. it will build here.

Indianapolis, Ind.—Carl D. Menzie Grain & Brokerage Co. has opened an office in the Board of Trade building.

Wadesville, Ind.—Hanes & Morrow are planning to improve their 20,000-bu. elvtr., and will install a car mover.

Royal Center, Ind.—O. M. Thomas has been appointed mgr. for the recently incorporated Farmers Co-operative Elvtr. Co.

Nappanee, Ind.—We have enlarged our grain receiving equipment and installed a new feed grinding outfit.—Coppes Bros. & Zook.

Sandusky (Greensburg p. o.), Ind.—Charles J. Warneke, of Milan, Ind., has succeeded T. R. Anderson as mgr. of the Farmers Elvtr. here.

Vincennes, Ind.—O. T. Stout of Indianapolis and John Stout of Memphis have bot the Atlas mills and elvtr. from James and Scott Emison.

Columbia City, Ind.—Jacob Portman will open an elvtr., using the old brick malt house, which he bot from the old Walter-Raupfer Brewing Co.

Liberty, Ind.—Albert H. Dorsel has succeeded McCoy Bros. in the management of the Liberty Mills and elvtr., under the name of A. H. Dorsei Milling Co.

La Fontaine, Ind.—The officers of the Farmers Co-operative Co. are: C. L. Gard, pres.; Charles Thompson, sec'y.; E. E. Wingard, treas.—Joe Banister, mgr.

Carmel, Ind.—There is some talk of the erection of a new elvtr. at Carmel by the farmers company.—Clyde Keys, Westfield, mgr., Goodrich Hay & Grain Co.

Portland, Ind.—It is reported that W. B. Magill, mgr. of Magill & Sons until a short time ago, will become cashier of the Jay County Savings and Trust Co.

Liberty, Ind.—The elvtr. owned by the Liberty Gas Co. will be operated this year by John F. Carlos, of Connersville, Ind., under the name of John F. Carlos & Co.

Centerville, Ind.—Repairs on the elvtr. recently taken over by the Farmers Grain & Supply Co. are nearing completion. The large bins will hold 25,000 bus. of wheat.

Whiteland, Ind.—J. H. McClellan, who has been with the firm of Valentine & Valentine for a number of years, has resigned to accept a position with Wilson & Co.

Pendleton, Ind.—We succeeded W. H. Aiman April 1. We have a capacity of 35,000 bushels, and are located on the Big Four R. R.—C. L. Oldham, Pendleton Elvtr. Co.

Lyonsville (Connersville p. o.), Ind.—We are successors to Thomas O. Stanley at this place. The elvtr. is on C. I. & W. R. R., it is 5,000 bus. capacity, and is equipped with a 15 h.p. gasoline engine, and mill.—Fayette Grain Co., Oliver T. Plant, mgr.

Summitville, Ind.—The Goodrich Bros. Hay & Grain Co. of Winchester, Ind., has purchased John Gordon's elvtr. here. Pearl Oldfield will continue as mgr. for the present.

Shelbyville, Ind.—Cutsinger & Thompson will erect a 200,000-bu. concrete elvtr. here, work to begin August 15. The elvtr. will cost about \$85,000. The company already owns one large elvtr. here.

Westfield, Ind.—The Goodrich Bros. Hay & Grain Co. is remodeling its building, making improvements to cost between \$4,000 and \$5,000. Electric motors are included in the list of improvements.

Earl Park, Ind.—The Farmers Elvtr. Co. has bot the elvtr. of the Flinn Grain Co., and has elected the following officers: Theophil Anstett, pres.; Ed Funk, sec'y-treas.; Frank Kelly, mgr.; and Joe Benner, assistant mgr.

South Milford, Ind.—The Home Grain Co., of La Grange, has begun the erection of a \$14,000 elvtr. here. The elvtr. will have a capacity of 10,000 bus., and will be completed in 60 days. Childs & Co. have the contract.

Sulphur Springs, Ind.—Charles A. Warne has been forced to sell the grain elvtr. here because of poor health. Mr. Warne will move soon to Kokomo, where he expects to buy an interest in a flour mill with his brother.

Elkhart, Ind.—The Elkhart Farmers Grain & Mercantile Co., recently organized here with a capitalization of \$50,000, has bot the Clark Cash Grain Co. The new firm will also conduct a general feed grinding business and handle farmers' supplies. Mr. Dougherty, formerly of Adamsville, is mgr. of the company.

Hanna, Ind.—As an outgrowth of the Hanna Farm Co-operative Shipping Ass'n, organized about a year ago, the Kankakee Valley Grain Co. is about to be incorporated, and a large grain elvtr. erected here. The proposed elvtr. will have a capacity of from eight to ten car loads of grain, and will cost about \$15,000.

Indianapolis, Ind.—Excavation has begun for the 25-car capacity transfer elvtr. to be built by the Springer-McComas Grain Co. The elvtr. will be of concrete, 107 feet high. There will be four stands of elvtrs. of 60,000 bus. an hour capacity each. Two driers will be installed, and a cleaner of 3,000 bus. capacity.

Ade, Ind.—The farmers have organized an elvtr. company, with the following board of directors: Harry Sell, James Whaley, Grant Whaley, John Stonehill, Clyde Herriman, Frank Brewer, and Joseph Flag. Frank Brewer is pres., and Clyde Herriman is sec'y. The company will either buy the elvtr. here, or build one.

Indianapolis, Ind.—The following shippers have been elected to membership in the Indiana Grain Dealers Ass'n: Myers Bros., Linnsburg, Ind.; Farmers Co-operative Co., Royal Center, Ind.; Modoc Grain Co., Modoc, Ind.; Farmers Grain & Milling Co., Kingman, Ind.; Mattix & Smith, Ockley, Ind.; United Grain & Supply Co., Swayzee, Ind.—Chas. B. Riley, sec'y.

Indianapolis, Ind.—State officials are making plans to burn every field of grain infected with "take-all." It is their aim to prevent infected grain from being taken into the elvtrs. The farmers, whose fields are infected, will not be permitted to dispose of their wheat for the present or move it. The acreage is not large and these local measures seem to be the best solution for the problem.

IOWA

Clinton, Ia.—The Macx Milling Co. is excavating for an elvtr.

Algona, Ia.—E. W. Wagner & Co. have closed their local offices.

Clarinda, Ia.—Albert Glasgow is mgr. for the recently organized Farmers Union.

Lewis, Ia.—The Farmers Union of Cass has bought the elvtr. of Harris & Albright.

Lake City, Ia.—The Farmers Elvtr. Co. has employed L. O. Eaton, of Watkins, as mgr.

Fort Dodge, Ia.—The capital stock of the Farmers Elvtr. Co. has been increased to \$20,000.

Parkersburg, Ia.—E. P. Meyer, of Auburn, has bot the grain and coal business of Anderson & Lynch.

Essex, Ia.—Our iron-clad cribbed house elvtr. here just completed; 20,000-bu. capacity.—Turner Bros.

Des Moines, Ia.—The Taylor & Bournique Co. has opened an office in this city. Manuel Strom will be mgr.

Cloverdale, Ia.—We have sold our elvtr. here to L. Spracher & Co. of Sibley, Ia.—Stockdale & Maack Co.

Richards, Ia.—W. J. Coen, agent for the Quaker Oats Co. here, has resigned to go to Graettinger, Ia.

Cooper, Ia.—E. J. Pflibson has resigned his position with the Armour Grain Co. here, and has gone to Tonica, Ill.

Ware, Ia.—V. V. Kohl, formerly agent for the Quaker Oats Co. at Bancroft, Ia., has been transferred to this place.

Pocahontas, Ia.—P. L. Rivard is building a 45,000-bu. addition to his elvtr. here. Pocahontas now has four elvtrs.

Cooper, Ia.—The D. Milligan Co. has bot out the Armour Grain Co.'s local business and will consolidate the two interests.

Morrison, Ia.—The Farmers Elvtr. Co. has purchased the elvtr. of F. W. Prestley. Joe S. Burns is pres. of the company.

Mt. Hamill, Ia.—The Farmers Union has bot the elvtr. formerly owned by O. A. Talbott & Co., of Keokuk. Theo. Seyb will be mgr.

New Market, Ia.—H. W. Lewis has sold his grain and implement business to F. J. Shreck of Minnesota, possession to be given August 1.

Leeds, Ia.—The Mystic Milling Co. expects to have its new elvtr. ready by Aug. 15. It will be 175 ft. high, and will have a capacity of 250,000 bus.

Postoria, Ia.—Clyde Bennet has resigned his position as mgr. of the Farmers Elvtr. Co. here, to accept a similar position near Fort Dodge, August 1.

New Sharon, Ia.—The elvtr. and warehouse of H. B. McVeigh, containing more than 6,000 bus. of corn and much small grain, has burned completely.

Colo, Ia.—John D. Lounsbury has bot the grain, lumber, coal and building material business of K. R. Frazier & Co. A. E. White, of Shipley, is to be mgr.

Des Moines, Ia.—The final meeting of creditors of the B. A. Lockwood Grain Co., bankrupt, will be held here July 31.—Frank J. Comfort, referee in Bankruptcy.

Salix, Ia.—R. L. Thompson has been transferred from the managership of the elvtr. of the Updike Grain Co. here to that of the Updike Elvtr. at Harvard, Neb.

Marshalltown, Ia.—I have just bot the business here of my brother, B. L. Cook. I was formerly located at Woodward, Ia.—A. A. Cook of Cook Bros. Grain Co.

Auburn, Ia.—E. P. Meyer has resigned his position as mgr. of the Farmers Elvtr., to take effect August 1. He has purchased an interest in an elvtr. at Waterloo, Ia.

Colwell (Charles City p. o.), Ia.—The elvtr. here was struck by lightning and burned July 13, with 7,000 bus. of grain. Loss fully insured. The elvtr. will be rebuilt at once.

Aplington, Ia.—Sparks from a passing train set fire to shingles on the elvtr. of H. Dreyer, Jr. The station agent put the fire out with an extinguisher taken from the depot.

Little Rock, Ia.—I have bot out the Stockdale & Maack Co. grain business here, and have opened up on my own account, under the name of A. C. Miller & Co.—A. C. Miller.

Knoxville, Ia.—W. J. Line and E. B. Rinehart, both of this city, have bot the business of Seth Way, who had been handling grain, coal and livestock here for over 30 years.

Traer, Ia.—The rebuilding of the Rock Island elvtr. owned by the Farmers Co. has been practically completed, and the plant is now in operation for the first time in many months.

Marshalltown, Ia.—Miss A. E. Reese, formerly mgr. of the Taylor & Bournique Co.'s office here, is now in charge of the wheat business for the company, in the main office at Milwaukee.

Lanesboro, Ia.—L. J. Mighell, who has been leasing the grain elvtr. owned by the Updike Milling Co., has bot it, and took possession July 15. Mr. Mighell has an elvtr. at Lidderdale also.

Stockton, Ia.—Henry Large, assistant mgr. of the Farmers Elvtr. Co., fell between a grain car and the elvtr. building, and tore the ligaments of his leg. He will not be able to resume his work for some time.

Eldora, Ia.—John Potgeter has moved his elvtr. motor to the cupola, has installed an automatic grain scale, and is making minor improvements. He has also leased the elvtr. at Hughes, and is receiving grain there.

KANSAS

Hastings, Ia.—We have purchased W. B. Caven's elvtr. and coal business.—Gund & Sien.

Traer, Ia.—M. J. Dildine, of Nevada, Ia., a carpenter on the construction force that is rebuilding the elvtr. bot by the Farmers Elvtr. Co., fell a distance of 24 feet in one of the large bins, and suffered internal injuries.

Kingsley, Ia.—The elvtr. of the Farmers Elvtr. Co. burned July 13. Loss \$40,000. A loaded car of corn was also destroyed. The fire was started by lightning, which also struck the elvtr. owned by T. S. Cathcart & Son.

Collins, Ia.—A. C. Wooding, formerly agt. for the Armour Grain Co. at Herndon, Ia., has succeeded B. T. Mead as agt. for the Armour Grain Co. here. The company is installing a 10-ton Fairbanks Motor Truck Scale.

Des Moines, Ia.—The Des Moines Elvtr. & Grain Co., incorporated; capital stock, \$500,000; Mr. Simons, pres., D. E. Squire, vice-pres., mgr. of terminal, Frank Padgett, treas., in charge of country houses.

Sheldon, Ia.—Two elvtrs. owned by the Scott-Logan Milling Co. were totally destroyed by fire July 2. Loss on buildings about \$7,000; insured. Loss of machinery and 30 tons of oil meal, \$4,000. The fire originated in an ice-house.

Davenport, Ia.—The Davenport Flour, Feed, Hay Commission Co. discontinued business July 15. A. F. Schoening, the mgr., will enter the grain brokerage business. The business of the old firm was turned over to the Tri-State Flour & Feed Co.

Lake City, Ia.—L. J. Mignell has bot the elvtr. of the Updike Grain Co. Mr. Mignell was formerly in the grain business here, and has elvtrs. at Lanesboro and Lidderdale. W. D. Fuller, the former mgr. here for the Updike company, will take charge of its elvtr. at Salix.

Taintor, Ia.—H. B. McVeigh of New Sharon has bot the elvtr. here from Paul and J. E. Johnson of Oskaloosa who purchased it at the outbreak of the war when Mr. McVeigh's sons were both called to service. Their recent return is responsible for the transfer.

Hepburn, Ia.—The Farmers Co-operative Exchange has bot the elvtr. and grain business formerly owned by the Farmers Elvtr. Co. at this place. The new company will handle grain, coal, salt, mill feed of all kinds, and live stock. A large elvtr. and warehouses will be built.

Red Oak, Ia.—We will begin construction of a fire-proof hollow tile elvtr. of 35,000 bus. capacity here next week to take the place of elvtr. which burned June 24. This was an up to date 35,000-bus. house, containing \$2,700 worth of grain fully covered by insurance.—Turner Bros.

Cedar Rapids, Ia.—The Douglas Starch Co. has been dissolved. Office employees of the concern were called in and given a month's advance pay, with the announcement officially that the company no longer existed. Geo. B. Douglas, pres., and Louis H. Piper, another official have retired.

Latimer, Ia.—I have resigned as mgr. of the Farmers Grain Co., and will go to Dakota City, Neb., where I have bot the plant formerly owned by A. A. Bull. I have taken possession there, but will not be able to be personally in charge until August or September. A. M. Sorenson will succeed me here.—J. F. Miller.

Des Moines, Ia.—Max M. Patton, pres. of the Taylor-Patton Co., one of the largest operators in the state, died last week following an operation for appendicitis. Mr. Patton was prominently connected with the Western Grain Dealers' Ass'n. He was ill only five days, so that his death came as a shock to his many friends in the trade.

Rolfe, Ia.—Frank B. Charlton has bot the local plant of the Updike Grain Co. L. W. Larson, who has been in the grain business here for years, will go to the new firm as mgr. and buyer. Mr. Larson's position with the Rolfe Grain Co. will be taken by Frank Fitzgerald, of Blencoe. H. A. Stelter, former mgr. of the Updike Grain Co. here, will leave.

SIoux CITY LETTER.

The Slaughter-Burke Grain Co. has applied for membership to the Board of Trade.

A. S. Anderson of Minneapolis is to be mgr. of the local office of the Godfrey-Blanchard Grain Co.

The Terminal Grain Corporation has closed a contract for a 1,000 to 1,400 bushel-per-hour grain drier, to be supplied by the Strong-Scott Mfg. Co. The drier will be used in conjunction with the new 800,000-bus elvtr., which is expected to be ready for operation October 1.

Vinland, Kan.—J. G. Johnson is building an elvtr. here.

Meriden, Kan.—Farmers in this vicinity are going to build an elvtr.

Salina, Kan.—J. E. Rogers has bot Montgomery's elvtr. at this place.

Belpre, Kan.—R. W. Hurt is the new mgr. for the Kansas Grain Co.

Pratt, Kan.—J. H. Magruder has bot the Kansas Flour Mills Elvtr.

Modoc, Kan.—The firm of Boulware & Countryman has been dissolved.

Devon, Kan.—Charles Bushey is the new owner of the grain business here.

Madison, Kan.—The Farmers Union elvtr. will be completed in a short time.

Stockton, Kan.—F. R. Wright is no longer mgr. of the Farmers Elvtr. Co.

Atchison, Kan.—Chester L. Weekes Grain Co. incorporated; capital stock, \$20,000.

Stanley, Kan.—Stanley Co-operative Grain Co. incorporated; capital stock, \$30,000.

Yates Center, Kan.—Frank J. Dumond is the new mgr. of the Farmers Elvtr. Co.

Scranton, Kan.—Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$15,000.

Stafford, Kan.—Mr. Brown, of Wilwyn, is mgr. of the Independent Grain & Merc. Co.

Beulah, Kan.—The Farmers Union is building new offices and installing a new scale.

Morse, Kan.—The Morse Co-operative Union Grain Co. incorporated; capital stock, \$30,000.

Pawnee Rock, Kan.—Frank Gilbert is mgr. of a branch opened here by the George E. Gano Grain Co.

Lyons, Kan.—Clarence Phillips is buyer for our Frisco elvtr.—L. R. Prose, mgr., Farmers Union Elvtr. Co.

Arma, Kan.—L. A. Beck, formerly of Fort Scott, will have charge of the elvtr. here of the Kelso Grain Co.

Glascow, Kan.—The C. E. Robinson Grain Co. of Salina has bot the Farmers Elvtr. Albert F. Pyle is local mgr.

Washington, Kan.—Charles Tyrrell, formerly agent for the Duff Grain Co. at Gretna, Neb., has moved to this city.

Penalosa, Kan.—L. T. Lawson has succeeded R. D. Hagadorn as mgr. of the Farmers Union Grain & Mercantile Ass'n.

Gypsum, Kan.—The storage tanks of the Gypsum Mill & Elvtr. Co. will be completed in time to handle this year's wheat.

Moundridge, Kan.—R. W. Hurt, formerly agent for the Kansas Flour Mills Co. here, has removed to Wichita, this state.

Enterprise, Kan.—Hoffman Mills, branch of the Kansas Flour Mill Co., will make improvements and install an electric plant.

Mound City, Kan.—Work on the elvtr. is progressing satisfactorily. It will have a capacity of 10,000 bus. Chas. Green is mgr.

Dighton, Kan.—I have just accepted a position as mgr. for the Farmers Co-operative Elvtr. & Mercantile Ass'n here.—J. W. Hildreth.

Liberal, Kan.—The Bolin-Hall Grain Co. is preparing to build an elvtr. on the site of the structure which burned about two years ago.

Joy (Greensburg p. o.), Kan.—Pickett Whitlow, formerly with the Kansas Flour Mills at Haviland, is now managing the elvtr. at this place.

Cawker City, Kan.—Harve Pargett, formerly mgr. of the Farmers Union elvtr. at Beloit has been engaged to manage the Farmers Union elvtr. here.

Cimarron, Kan.—The Cimarron Co-operative Equity Exchange opened the elvtr. formerly operated by the Lindas Lumber Co., with Charles Herron in charge.

Beulah, Kan.—Glenn Hyndman, who was formerly agt. for the Crawford County Farmers Co-operative Union Ass'n here, is now located at Oklahoma City.

Wichita, Kan.—The officers of the Wichita Board of Trade for 1919 are: Thad L. Hoffman, pres.; C. A. Baldwin, vice-pres.; R. B. Waltermire, sec'y; and E. M. Kelly, treas. Directors are: E. F. Beyer, H. Kauffman, J. H. Moore, John Hayes, George Koch, E. M. Kelly, and L. H. Powell.

Salina, Kan.—John Weber, of the Weber Mill Co., and other local business men, have been tentatively planning the erection of a large wheat storage tank.

St. John, Kan.—E. V. Osman, who has been buying grain here for the Farmers Grain & Coal Co., has gone to Holyrood to be mgr. of the Baker Grain Co.

Clearwater, Kan.—O. L. Galloway is agt. for the Larrabee Flour Mills Co., succeeding J. E. Peters, who died last October of pneumonia.—Mrs. J. E. Peters.

Montezuma, Kan.—The Security Elvtr. Co., formerly the Hugoton Elvtr. & Warehouse Co., of Hutchinson, has opened its local elvtr. with Stanley Tuttle in charge.

Salina, Kan.—The C. E. Robinson Grain Co. has leased the Taylor Miller Elvtr. U. S. Kistler is in charge, and is operating the elvtr. in connection with one of his own.

Rock Creek, Kan.—I am just finishing remodeling my elvtr. I added 5,000 bus. to its capacity, put in a Beall Cleaner, a manlift, and an overhead dump.—H. D. Harding.

Whitewater, Kan.—We have recently rebuilt our mill elvtr., adding a dust collector, motor drives, and new elvtr. legs. We have made other repairs also.—The Whitewater Milling Co.

Vassar, Kan.—The officers of the Farmers Co-operative Elvtr. Ass'n are: A. H. Wigger, pres.; William Priebe, vice-pres.; E. L. Bullard, sec'y; and Frank Uber, treas. William C. Hauffer is business mgr.

Wichita, Kan.—E. T. Wenzel, who for a number of years has been connected with the grain business here in several capacities, has entered the business for himself under the name of the Wenzel Grain Co.

Huron, Kan.—Chas. Gross, buyer for the Hall-Baker Grain Co. of Kansas City, has mysteriously disappeared. Mr. Gross came to Atchison June 23 to consult a dentist, and has not been heard from since he left the office.

Salina, Kan.—The Corn Belt Grain Co. has opened offices in the Kolthe building here and will buy wheat for its mills, besides doing local work. George Noll, formerly of Hutchinson and of Lincoln, Neb., is the local manager.

Stockton, Kan.—J. E. Rogers of Salina, Kan., has bot the elvtr. owned by Frank Montgomery, who is retiring from the grain business after thirty years' activity because of his health. Harry Clark, of Salina, will be local mgr. of the elvtr. here.

Attica, Kan.—The Attica Farmers Union Co-operative Ass'n has purchased the elvtr. and offices of the Larabee Flour Mills Corporation. The following have been elected directors of the ass'n: J. H. Hadshall, C. H. Wyrick, Scott Gill, Earl Baker and A. E. Karnes.

Devon, Kan.—Charles Bushey has bot the new elvtr. which was to have been operated by a co-operative company of farmers. The farmers gave up the co-operative idea because of the failure of a co-operative store recently, which caused them a loss of about \$60,000.

Menlo, Kan.—We are building a large, 60 foot, warehouse, with basement, to be used for general purposes. We will also add a motor truck to our present equipment, as business will be extra heavy with us this fall.—J. S. Mahanna, mgr., Menlo Farmers Union Co-op. Ass'n.

Russell, Kan.—H. A. Fink has again assumed the managership of the Russell Farmers Co-operative Mercantile Co., after several weeks' vacation. Patrick Crowe, who has been acting mgr. since the resignation of John Stevens, will be transferred to the company's elvtr. at Homer.

Protection, Kan.—Protection Roller Mills have completed an addition to the storage capacity of about 3,000 bus.: E. H. Myers, who resigned as mgr. here, has accepted a position as salesman in the hog dept. of the Inter-State Live Stock Commission Co. at Wichita. C. M. Steen is now mgr. at this place.—Farmers Co-operative Grain & Supply Co.

Topeka, Kan.—Meetings of local grain dealers have been held in Dodge City, Kan., Coldwater, Kan., and Colby, Kan., called by E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n. Mr. Smiley attended the meeting in New York called by Mr. Barnes, and at the Kansas meetings discussed the handling of the 1919 wheat crop from information received at the New York conference. Other questions discussed at these meetings were: the demand of the Railroad Administration that all or part of the up-keep and maintenance of side tracks serving the elvtr. companies should be met by the owners of the elvtrs.; and the preparation and presentation of claims for loss of grain in transit.

KENTUCKY

Irvington, Ky.—The entire plant of the Irvington Mill & Elevtr. Co., owned by J. A. Cook, burned the morning of July 6. The building contained 75 bbls. of flour, 900 bus. of wheat, and 8,000 pounds of tobacco. The loss was \$40,000, partly covered by insurance. The plant, it is said, will be rebuilt.

MARYLAND

Hagerstown, Md.—D. A. Stickell & Son are erecting an addition of 25,000 bus. capacity to their plant.

Baltimore, Md.—The name of Donald K. Belt, pres. of the Belt Seed Co., is posted in application to membership in the Chamber of Commerce.

MICHIGAN

Armada, Mich.—Armada Elevtr. Co., incorporated; capital stock, \$25,000.

Ceresco, Mich.—Russell M. Lutz has entered the grain business at this place.

Vermontville, Mich.—Ray Anderson has returned from overseas and resumed his former place in the elevtr. of Anderson & Son.

Jackson, Mich.—The Stockbridge Elevtr. Co. is now operating in their new quarters, having bought the elevtr. of the Isbell Seed Co. in this city.—C. E. Noyes.

Schoolcraft, Mich.—The Stuart Grain Co. is building a new engine room at its elevtr. to accommodate two Fairbanks 25-h.p. Engines to burn crude oil or kerosene.

Pinconning, Mich.—The Kimball-Martindale Co. succeeded the Pinconning Elevtr. Co. here. The other elevtr. doing business here is the Northern Elevtr. Co.—F. T. Lillotte, agent.

Escanaba, Mich.—The Hewett Grain & Provision Co., of which C. G. Hewett of this city is the proprietor, has bot the Manistique Produce Co., and the business of the White Marble Lime Co., both of Manistique.

Olivet, Mich.—The Olivet Elevtr. Co., incorporated; capital stock, \$25,000. The company may purchase the elevtr. at Ainger, two miles from Olivet. Mr. George Rundle is manager. The company will be ready to do business in a short while.

Sandusky, Mich.—H. D. Jeffords & Co. have bot the Hub elevtr. from E. C. Holmes, who recently purchased it. Lloyd Wolfe, former book-keeper for the Holmes Grain Co., now sec'y and treas. of H. D. Jeffords & Co., will be resident mgr. H. D. Jeffords & Co. now control four elevtrs., at Lum, Turner, Bradleyville, and Sandusky, with the main office at Marlette.

Detroit, Mich.—A few years ago the S. M. Isbell Co. sold out its bean jobbing business, the Isbell Bean Co., and agreed that neither the company nor any of the stockholders would engage in bean jobbing for a period of 20 years. On the other hand, the Isbell Bean Co. agreed not to go in the elevtr. business in competition with the S. M. Isbell Co. They also agreed to dispose of the beans taken in by the S. M. Isbell Co. It is alleged that the Isbell Bean Co. broke this agreement. Recently, K. P. Kimball, a former stockholder in the S. M. Isbell Co., went into the bean jobbing business, and the agreement was broken on both sides. Now the Isbell Bean Co. has asked the court for an injunction against K. P. Kimball, and he is temporarily enjoined from doing business.

MINNESOTA

Hazel, Minn.—A Farmers Elevtr. Co. is being organized here.

Evan, Minn.—The Morgan Grain Co. will soon install a cleaner.

St. James, Minn.—The Fred Beck Grain Co. is no longer located here.

Nassau, Minn.—C. J. Mundy is the new mgr. of the Farmers Elevtr. Co.

Jasper, Minn.—C. C. Peterson of Elkton is the new mgr. of the Atlas Elevtr. Co.

Holloway, Minn.—Joe Murphy is no longer agt. for the Northwestern Elevtr. Co.

Madelia, Minn.—The Farmers Elevtr. Co. is having a warehouse erected, 24 by 40 feet.

Belview, Minn.—D. N. Danielson has become mgr. of the Pacific Elevtr. Co.'s interests here.

Kiester, Minn.—I have hired out to the Farmers Elevtr. Co. for another year.—J. A. Johnson, mgr.

Cleveland, Minn.—The Farmers Elevtr. Co. is installing a new 15-h.p. motor, and making repairs.

Bethany, Minn.—The Altura Elevtr. Co. has sold its grain elevtr. here to N. Myers of Rollinestone.

Verdi, Minn.—Geo. P. Sexauer & Son, of Brookings, S. D., has bot the elevtr. here of Bingham Bros.

Lakefield, Minn.—A. J. Nestrud has succeeded E. P. Allison as mgr. of the Lakefield Co-operative Elevtr. Co.

Ellsworth, Minn.—I am the mgr. of the elevtr. belonging to the Davenport Elevtr. Co. at this place.—E. J. Murray.

Madison, Minn.—Math Heinzen and Leonard H. Jacobson are doing business under the name of Heinzen & Jacobson.

Cobden, Minn.—The Cobden Grain Co. is a new organization here. It will occupy the old flour mill for the present.

St. Paul, Minn.—I have left Brooklyn, N. Y., and am with the Equity Co-operative Exchange here.—Herman F. Bremer.

Litchfield, Minn.—We are going to build or buy an elevtr. this summer.—G. S. Skeim, mgr., Equity Co-operative Exchange.

Chaska, Minn.—The Chaska Flour Mills, W. H. Scott, proprietor, operating mill and elevtr., incorporated; capital stock, \$60,000.

Marshall, Minn.—The Farmers Elevtr. Co. elevtr., H. R. Wollin, mgr., has been completely remodeled, and a new feed grinder installed.

Norwood, Minn.—At a meeting of the Farmers Co-operative Elevtr. Co., arrangements were made to open a branch elevtr. at Young America.

Beardsley, Minn.—We are putting in a new 26-ft. Fairbanks Scale and new pit, and Geier Bros. are putting in the same kind of a scale.—Dittes Bros.

Delano, Minn.—The Delano Farmers Co-operative Elevtr. Co., which organized a few months ago, will soon let contracts for elevtr., feed mill and warehouse.

Hopkins, Minn.—The grain elevtr. being built for the Pacific Elevtr. Co. is nearing completion. The height of the building is 90 feet, and it will have a capacity of 30,000 bus.

St. Paul, Minn.—Semola Milling Co., incorporated; capital stock, \$500,000; incorporators: Edward B. Swygart, Leo M. Abbey, Louis R. Wolfe, Kay Tood, Charles D. Russell.

Hartland, Minn.—The Farmers Elevtr. Co. is planning to build a new office, and also repair the elevtr. Improvements include new legs, spouts, and repair of dump scale.

Erdahl, Minn.—We have put in new steel loading spout, distributor, and new spouting, and have made general repairs.—Erdahl Farmers Elevtr. Co., F. J. Weiler, mgr.

Guckeen, Minn.—Officers and directors of the recently organized Farmers Elevtr. Co. are: P. J. Jensen, pres.; A. N. Anderson, vice-pres.; William Ginn, sec'y; J. W. McGoff, treas.

Stewart, Minn.—H. T. Klitzke has become mgr. of the Stewart Farmers Co-operative Elevtr. Co., H. E. Proehl, former mgr., having resigned to devote his interests to his farm and garage.

Duluth, Minn.—New members in the Board of Trade are: Ely Salyards, E. R. Balfour, A. S. Jackson, C. C. Blair, and W. I. Stanger. Memberships transferred are: F. H. Higgins, R. M. Wolvin, J. T. Cross, A. O. Cornwell, and J. A. Haglund.

S. Paul, Minn.—Our company was organized under the firm name of The Montana Equity Elevtr. Co., in August, 1918. There was so much opposition to the use of the word "Equity" in the title that in January, 1919, the name of the firm was changed to The Montana Grain Growers. Much friction has ensued between our company and the Montana State Union of the Equity; but in spite of this, our company has had phenomenal growth. We expected to open about 60 houses for this crop, but probably only about thirty will be opened. The company is opening terminal offices here and at Duluth, Minn. Crop conditions in Montana are such that the offices will be used to handle feed commodities for our different houses, and we shall take care of any consignments we may get. We are licensed receivers at Duluth, Minneapolis, and St. Paul. Our officers are: A. J. Walrath, pres.; C. C. Davis, 1st vice-pres.; M. W. Penwell, 2nd vice-pres.; S. F. Hockersmith, treas.; Thos. J. Levi, sec'y; J. A. Moore, general mgr.; and J. G. Crites, sales mgr. The company has an authorized capital of \$1,000,000.—J. G. Crites.

Chokio, Minn.—The Chokio Equity Exchange has purchased the Northwestern Elevtr. here.

Duluth, Minn.—Last year's gradings of rye and flaxseed were readopted by the State Board of Grain Appeals at its annual meeting July 12, while the lower grades of barley were made a little more liberal. R. Ziesemer was re-elected chairman of the joint board and H. P. Borge sec'y.

Ada, Minn.—The Ada Farmers Co-operative Elevtr. Co. has bot the elevtr. of the Norman County Elevtr. Co., and expects to be open for business about Aug. 1. Capital stock, \$20,000; J. M. Bradbury, pres., B. E. Roth, vice-pres., R. R. Betcher, sec'y, Stennes Austinson, treas., A. A. Busse, mgr.

MINNEAPOLIS LETTER.

The R. B. McClean Grain Co. has been granted membership privileges in the Chamber of Commerce.

Sterling Grain Co., incorporated; capital stock, \$200,000; Robert E. Tearse, pres. & treas.; Harold H. Tearse, sec'y; Charles P. Crangle, vice-pres.

Instead of sending ticker quotations on grain futures from the pit "pulpit," the Western Union Telegraph Co. will relay the figures to the main office and put them on the ticker there.

Cargill Elevtr. Co. of North Dakota incorporated; capital stock, \$300,000; incorporators: John H. McMillan, pres.; Austin S. Cargill, sec'y; and Edwin S. Mooers, treas. The headquarters will be in this city, and officers are all Minneapolis men.

The Mississippi Elevtr. has been purchased by the Sterling Grain Co., composed of R. E. Tearse, pres. and treas.; C. E. Crangle, vice-pres.; and Harold H. Tearse, sec'y. Operation will begin about Aug. 1. Ed Younggren, formerly in the grain inspection department at Duluth, will be superintendent of the house. The capacity totals 600,000 bus. There are 16 steel tanks and a working house located at 37th St. and Railroad Ave. The Mississippi Elevtr. was formerly owned and operated by the Banner Grain Co.

The following traveling representatives' licenses have been issued by the Chamber of Commerce: To Geo. C. Gee, to represent the G. E. Gee Grain Co.; A. W. Pick and C. D. Tousley, to represent the Gee-Lewis Grain Co.; Clifford B. Sawyer, to represent C. C. Wyman & Co.; C. J. Johnson, to represent Hallett & Carey; H. V. Thompson, to represent the Atwood-Lasson Co.; Edward C. Prescott and J. S. Eales, to represent the Godfrey-Blanchard Co. Lloyd Parsons and Albert Benton have applied for licenses to represent Quinn-Shepherdson Co.

The following memberships in the Minneapolis Chamber of Commerce Ass'n have been transferred: Geo. F. Blossom to R. E. Tearse; A. E. Patton to H. F. Shepherdson; John D. Sayre, Jr. to Thomas E. Hanlon; C. C. Wyman to Franck C. Bass; J. C. Verhoef to E. A. Chandler; J. P. Hessburg to W. H. Wheeler; J. R. Stewart to H. O. Mott; A. O. Cornwell to R. B. McClean; A. C. Gary to Jesse L. Smith; G. P. Harding to T. H. Van Every; M. J. O'Brien to F. C. Thomas; Chas. M. Owen to Walter J. Foster; W. G. Ainsworth to I. L. Stair; H. G. Campbell to A. M. Hartwell.

Farmers Elevtrs. Commission Co. incorporated; capital stock, \$250,000. The formation of this company is an interesting development of the farmers elevtr. idea into the commission business at terminals. The new company will maintain offices at all the big terminal markets. W. S. McLaughlin & Co. are winding up their business to become the chief promoters of the new company. W. S. McLaughlin is a director in the new company, and H. C. Putman of the McLaughlin firm is assistant sec'y. Membership in the Chamber of Commerce has been granted to the Farmers Elevtrs. Commission Co. Stockholders in the company must be owners of stock in a farmers elevtr. company, and they are limited to \$10,000 worth of stock. Each individual has one vote, regardless of the number of shares he holds in the company.

MISSOURI

Carrollton, Mo.—R. D. Jay is mgr. of the Farmers Grain & Supply Co.

Leeton, Mo.—J. S. Allen is the new mgr. of the Farmers Co-operative Co.

Richland, Mo.—Two new elevtrs. which are being built by H. E. Warren and R. E. Bohannon are nearing completion.

Hunnewell, Mo.—J. M. Freshwater is mgr. of the Farmers Elvtr. & Exchange Co.

Union, Mo.—The Farmers Elvtr. Co. has made some needed improvements on its plant.

Butler, Mo.—Charley Garard will enter the grain business here. He has resigned his position with the Home Produce Co.

Cameron, Mo.—R. O. Pixlee is building an elvtr. with a daily capacity of 10,000 bus. of grain and a storage capacity of 100,000 bus.

Moberly, Mo.—L. F. Fife and J. Walkup have bot a half interest from Lon McCorkle, who recently bot the elvtr. of the Glasgow Milling Co.

Lees Summit, Mo.—Joe Noel and A. C. Palmer of Kansas City, Mo., have purchased the elvtr. and mill belonging to Scribner & Son at this place.

Waco, Mo.—The Farmers Interstate Elvtr. & Commission Co. has been organized by 68 stockholders in the vicinity of Waco, with a capital stock of \$20,000.

Columbia, Mo.—Altho the Broadway Milling Co. will not receive its machinery in time to begin operation before Sept. 1, the company is now shipping grain.

Liege, Mo.—We are planning to install some conveyor chains. Started in business May 1, 1919, when we bought the elvtr. of McCullough. —The Farmers Elvtr. Co.

St. Joseph, Mo.—We have organized a new company here, and are now in business with the following officers: F. G. Endleman, pres.; O. Vanier, treas.; R. A. Vanier, sec'y.—Endleman Grain Co.

Burlington Junction, Mo.—J. F. Cook, a grain buyer with headquarters at Maryville, has leased several lots here and is building an office and putting in scales preparatory to buying grain in this territory.

Eldorado Springs, Mo.—The Missouri Farmers Ass'n. of Cedar, Vernon and St. Clair counties, has purchased the elvtr. of J. L. Rodabough. The company will be incorporated under the name of Farmers Co-operative Ass'n No. 7. S. G. Banks is sec'y.

Archie, Mo.—We are starting a new incorporated company here, and are erecting a building of the W. S. Dickey tile, with some framework covered with galvanized iron. We expect to have this completed within a short time.—J. G. Mowson, mgr., Farmers Elvtr. & Supply Co.

KANSAS CITY LETTER.

Edgar H. Sullivan, mgr. of the cash grain department of the Hodgson-Davis Grain Co., was elected to membership in the Board of Trade Tuesday.

F. R. Warrick, for the past two years mgr. of the shipping department of the Moore-Lawless Grain Co., will go to Sioux City, Ia., August 1 to become general mgr. there of the Terminal Grain Corporation.

The Grain Handlers' Union and the Kansas City Elvtr. Men's Ass'n have effected a compromise over the wage difficulty of grain handlers. The demand of the men was met, 60 cents an hour for regular service, time and a half for over time, double time for Sunday work.

The Southwestern Milling Co. is contracting for the construction of additional grain storage capacity. The plans provide for the building of 20 tanks, 26 feet in diameter, and 85 feet high, and a headhouse 105 by 52 feet and 170 feet high. The total additional capacity will be about 1,000,000 bus.

Bert Hayward has succeeded James Russell as chief grain sampler for the Board of Trade. Mr. Hayward has been connected with the sampling department for several years. Mr. Russell was engaged recently as wheat buyer in Kansas City for the United States Grain Corporation during the coming year.

On July 19 members of the Board of Trade voted upon amendments to the rule of the exchange making permanent the present commission rates for handling wheat on consignment and shipping orders. The rates are 1 per cent of the selling price, with a minimum of 1 cent a bu. To members a discount of 25 per cent is allowed.

George L. Davis and Geo. Vogt have applied for membership in the Board of Trade. Mr. Davis was formerly with the E. D. Fisher Commission Co. and the Root Grain Co. He intends to organize the Hunt-Davis Grain Co. with B. B. Hunt, of the Hunt Milling Co. of Pleasant Hill, Mo. Mr. Vogt will represent the Larabee Flour Mills of Hutchinson, Kan., on the local board.

ST. JOSEPH LETTER.

R. H. Wilson, who has been in the grain business in Lincoln, Neb., is now associated with the Sloan-Simmons Grain Co.

The Thomas Grain Co., a new firm in the local market, is managed by J. M. Thomas, who has had many years in the grain business and was last with the A. J. Brunswick Grain Co., and the Gregg Grain Co.

ST. LOUIS LETTER.

The grain shovellers at all of the large elvtrs. here went out on a strike Saturday. They are asking 72c. an hour.

C. B. Barron has succeeded Philip Rothrock as federal grain supervisor here, the latter having resigned to go in the grain business.

The Hunter-Robinson Milling Co. has changed its name to the Hunter-Robinson Milling & Grain Co. Ward Smith, formerly with the J. H. Teasdale Commission Co., will have charge of the grain department.

The Fitzsimmons & Hertel Co., with offices in the Pierce building, has been organized to deal in seeds, grain and feeds. The two men comprising the company have been for years connected with prominent St. Louis firms.

The Des Peres Milling Co. has let a contract for the erection of a 100,000-bus. concrete elvtr. to Jas. Stewart & Co. The elvtr. is to be built at the site of the old elvtr. of the Carondelet Milling Co., and construction will be pushed as rapidly as possible.

Applicants for memberships in the Merchants Exchange are: Chauncey J. Gundelfinger and Charles H. Appel, of the Newman & Malkemus Co.; and Marshall B. Lusk, of the Lusk-Stokes Grain Co. Mr. Appel has purchased the certificate formerly owned by W. E. Newman.

A company headed by R. C. Jackman, of Lawrence, Kan., representative of the Bowersock interests, has accepted the bonus offered by the Merchants Exchange, and has leased the site and made arrangements for the building of 1,000,000-bu. grain elvtr. It will be on the river front and have both rail and water transportation facilities.

MONTANA

Outlook, Mont.—W. W. Goodlaxon has bot the elvtr. of O. J. Brown.

Poplar, Mont.—Herman Dethman has taken over the elvtr. of the Bain Grain Co.

Barber, Mont.—The Montana Grain Growers has let the contract for the erection of grain elvtr. here.

Devon, Mont.—J. E. Olson, who was agt. for the International Elvtr. Co. here, has gone to Oslo, Minn.

Harlem, Mont.—The Equity Co-operative Elvtr. Co.'s plant and coal sheds burned July 15. Loss, \$13,000.

Grass Range, Mont.—Mr. Ferguson succeeds C. D. Summers as mgr. of the Equity Co-operative Elvtr. here.

Lavina, Mont.—W. B. Woodman, who has been mgr. of the Farmers Elvtr., has resigned his position to accept the management of the Farmers Mill at Billings, Mont.

Moiese, Mont.—We are building two new elvtrs., one at Moiese and one at D'Aste, having wrecked elvtrs. at Ravalli and Dixon to use material at new stations.—W. T. Giese, mgr. grain dept., Stanley Searce, Ronan, Mont.

Coberg, Mont.—The elvtr. and coal sheds belonging to the Equity Co-operative Elvtr. Co. burned the evening of July 12. The loss was partially covered by \$13,000 insurance. A small amount of wheat and flax was burned.

Whitetail, Mont.—I have opened up the Occident Elvtr. here. The Montana & Dakota Grain Co. is erecting an elvtr. at this station to replace the one which burned last spring. C. E. Bird is doing the work.—W. A. Clark.

Mildred, Mont.—The grain elvtr. owned by George C. Bagley Elvtr. Co. burned recently. The elvtr. contained a small bin of wheat, 1,500 bus. of oats, 300 bus. of flax, 20 tons of oil meal, and nearly a car load of flour. Loss is covered by insurance.

Great Falls, Mont.—J. C. Kramer is opening offices for the McCaull-Dinsmore Co. of St. Paul, Minn., here. The company will deal in feed and seed during the coming winter and spring, and expects to import a large quantity of hay. Next year the firm will deal in grain on a large scale, after the drought of this season and its effects are over.

Lewiston, Mont.—The cause of the fire at our elvtr. is unknown. Loss about \$11,800; insurance, \$8,000 on building. Grain covered in full. Only a small amount of grain was in the house. —Montana Elvtr. Co.

NEBRASKA

Hildreth, Neb.—The Henderson Grain Co. has overhauled its elvtr.

Bloomington, Neb.—R. V. Warriner has bot the south side elvtr.

Ord, Neb.—Wm. Wright is the new mgr. for Geo. E. Johnson & Co.

Hoskins, Neb.—H. H. Heberer is the new mgr. of the Farmers Grain Co.

Wilber, Neb.—Charles Schupback is the new mgr. of the Farmers Elvtr.

Gladstone, Neb.—The Farmers Union bot elvtr. of Richard Heinen here.

Crete, Neb.—The Crete Mills is erecting an additional 150,000-bu. storage.

Gurley, Neb.—Harry Steele is in charge of the Farmers Union Ass'n elvtr.

Kinney, Neb.—Farmers Co-operative Ass'n incorporated; capital stock, \$30,000.

Tilden, Neb.—A farmers elvtr. will be erected here at an estimated cost of \$22,000.

Lincoln, Neb.—Anderson & Johnson Grain Co. is out of business, and has no successor.

Lushton, Neb.—A. M. Youst has bot the elvtr. of the Van Wickle Grain & Lumber Co.

Thompson, Neb.—The Farmers Co-operative Ass'n has been organized here. A. E. Diggs is mgr.

Red Cloud, Neb.—The elvtr. of the Farmers Union Co. has been covered with corrugated iron.

Ashland, Neb.—The farmers are planning to build an elvtr. on the site of the former Decker Elvtr.

Overton, Neb.—J. M. Pullen is the new mgr. of the Overton Farmers Co-operative Elvtr. & Milling Co.

Gilead, Neb.—The Farmers Union Elvtr. Co. has recently been organized here, with O. A. Jackson, mgr.

Lorenzo, Neb.—Mr. Robertson has taken charge of the Farmers Elvtr. Co., having moved here from Sidney.

Philips, Neb.—The Farmers Elvtr. Co. has taken over the Updike Grain Co.'s elvtr. here for the summer.

Loomis, Neb.—The Loomis Farmers Co-operative Grain Co. has increased its capitalization from \$25,000 to \$75,000.

Davenport, Neb.—The Shannon Grain Co. has opened its elvtr. after being closed for several months. B. C. Willard is mgr.

Lexington, Neb.—John A. Egbert, of Bushnell, has succeeded John E. Jacobson as mgr. of the Lexington Mill & Elvtr. Co.

Kenesaw, Neb.—William Ernst takes the place of F. W. Hoobler as mgr. of the Frank Real elvtr. Mr. Hoobler has gone to Cedar Rapids.

Ord, Neb.—Herbert L. Cushing, who has been mgr. of the Farmers Grain & Supply Co., has resigned to take a position with an insurance company.

Nebraska City, Neb.—The old cereal mills here are being overhauled, and will be put in repair to be operated by the Wasco Alfalfa Co. —The Paul Schminke Co.

Nebraska City, Neb.—The elvtr. at the old cereal mills is being overhauled and put in shape. Many improvements, both interior and exterior, are being made.

Imperial, Neb.—The F. C. Krotter & Co. elvtr. is being overhauled and enlarged. The company expects to start work on its new concrete elvtr. in the near future.

Elwood, Neb.—J. W. Way, mgr. of the Equity Union Elvtr. Co., has put in new belting and cups so that the wheat may be elevated from the pit to storage bins in the building.

Dakota City, Neb.—J. F. Miller has purchased A. A. Bull's elvtr. and coal business. Mr. Miller has been manager of the Farmers Grain Co. at Lattimer, Ia., for the past six years.

Powel, Neb.—Ralph Butler has bot an elvtr. here, but will for the present remain in Hebron as mgr. of the Hebron Elvtr. & Shipping Ass'n, and hire another mgr. to look after his business in Powel.

Ellis, Neb.—Mr. Amos, of Beatrice, is the new mgr. of the Farmers Grain & Livestock Co.

Sedgwick, Neb.—A farmers co-operative ass'n has been organized here, and an elvtr. of glazed silo tile, fire proof construction, will be built. The building, to cost about \$15,000, will be completed in September.

Marquette, Neb.—The D. B. Hord Grain Co. has installed a new 15 h. p. motor in its elvtr.

Thayer, Neb.—Mr. Richards has accepted the position of mgr. of the elvtr. and yard here of the Octavia Lumber & Grain Co.

Shubert, Neb.—The elvtr. I sold here will be operated by Thomas Howard & Son. Mr. Howard, until the first of July, had been mgr. of the Farmers Elvtr. Co., and was succeeded by Dan Lewis.—J. A. Mayer, Stella, Neb.

Madrid, Neb.—We have purchased the elvtr. of the Farmers Elvtr. Co. here, instead of at Grant, as was reported. We now have this elvtr. open for business, with C. B. Kellogg as mgr.—O. M. Kellogg Grain Co., Denver, Colo.

Brainard, Neb.—The Dawson Grain Co. will put in new machinery and repair elvtr. here and at Yanka. Sam Allen, who has had charge of the Dawson Grain Co.'s elvtr. at Shelby, will come here, and will manage both stations.

Omaha, Neb.—Effective July 1, the Fisher-Rothschild Grain Co. changed their firm name to Rothschild Grain Co. The new officers are: Emil Rothschild, pres.; Abe Rothschild, vice-pres.; and Julian Scott, sec'y and treas.—Rothschild Grain Co.

Ogallala, Neb.—The Farmers Union Elvtr. Co. is building a 20,000-bu. cribbed elvtr., to be operated by electricity; with truck dump, truck scale, 2,000 bushel-per-hour automatic scale, cleaner and man lift. The work being done by the W. H. Cramer Construction Co.

Omaha, Neb.—A new company, capitalized at \$3,000,000, is being organized by Nebraska farmers to absorb the Farmers Educational and Co-operative Union. The company will be run on a co-operative basis, with stock-holding privileges restricted to members. More than \$400,000 worth of stock has been issued.

Shelby, Neb.—George Blevins, having resigned his position with the Shelby Grain Co., will succeed me as mgr. for the Dawson Grain Co. I will be moved by this company to Brainard, where I will take charge of elvtr. there and in Yanka. A. C. Dunning of Shelby has sold his seat in the Omaha Exchange.—Sam Allen, agt. Dawson Grain Co.

Blue Springs, Neb.—The Blue Springs Farmer Union has taken over the Farmers Elvtr. Co. plant, which it purchased some weeks ago. For the present the company will use the Union Pacific elvtr., the old elvtr. on the Burlington, also bot by the company, being used for storage purposes only. William Craig will be retained as mgr. of the new concern.

Omaha, Neb.—Charles T. Neal, second vice pres. of the U. S. Grain Corporation, returned to Omaha Friday after a six-months' absence in Europe, where he was assisting Herbert C. Hoover in the distribution of foodstuffs. During most of his absence abroad, Mr. Neal was stationed at Hamburg, Germany. On his return to Omaha he resumed charge of the zonal office of the United States Grain Corporation, which, in his absence, was in charge of Lloyd E. Conklin, his assistant.

Dix, Neb.—The Farmers Shipping Ass'n is building a studded, iron-clad elvtr., with concrete hoppers, 15,000-bushel capacity, as an addition to the present plant. A new 10-ton truck scale, combination wagon and truck dump, 20-h. p. engine, and a 1500-bu.-per-hour automatic scale, are also being installed. The work is being done by the W. H. Cramer Construction Co., which is also building here, for Babcock & Bennett, an iron-clad, concrete-hoppered, 20,000-bu. cribbed elvtr.; and installing a 10-ton truck scale, truck dump, 21-h. p. engine, a Eureka Cleaner, a Hall 3,000 bushel-per-hour Leg, and a 3,000 bushel-per-hour automatic scale.

NEW ENGLAND

Hartford, Conn.—Mr. Northam, formerly mgr. of the old Meech-Northam Grain Co., has gone into business for himself, under the name of the C. H. Northam Grain Co.—J. H. Sizer, mgr., The Meech Grain Co.

Reading, Mass.—Fred M. Page, a grain and hay dealer here for a number of years, probably in a fit of despondency committed suicide

July 3. His body was found in Lake Quinna-powitt, Wakefield. He was 65 years old.

NEW MEXICO

Folsom, N. M.—A new elvtr. has just been completed for the C. & S. R. R. by the Fairbanks-Morse Co., which is said to be the largest elvtr. in the state. It is 85 feet above ground and 25 feet below, and it cost \$17,000.

NEW YORK

Syracuse, N. Y.—The New York State Hay & Grain Dealers Ass'n will hold a convention at the Onondaga Hotel, August 15 and 16.

Mount Morris, N. Y.—George A. and Ray Bryce have bot the grain and bean warehouse of Francis G. Ferrin, known as the Mount Morris elvtr. A three-story feed mill will be erected in connection with the elvtr., and up-to-date equipment will be installed for the handling of grain, feed, and beans. The new firm will be known as Bryce Bros., but the bean and grain business will continue to be handled thru Francis G. Ferrin Co.

BUFFALO LETTER.

Geo. J. Meyer, one of the leading maltsters of this city and also postmaster, died July 13, aged 55. He was president of the Geo. J. Meyer Maltting Co. and a director of two local banks. He leaves two daughters and four sons.

The Richmond Elvtr., built in 1865 by Dean and J. M. Richmond, is being torn down. The American Linseed Co. purchased it several years ago. Frank S. Elder, mgr. of this company, says something will be done with the site as soon as the city fills up the slip connecting the two islands.

NEW YORK LETTER.

Thomas A. Blake, a member of the newly organized firm of Blake-Dobbs Co., has applied for membership in the Produce Exchange.

A new firm, to be known as the Blake-Dobbs Co., is composed of Thomas M. Blake and his son, Thomas, Jr. and Edward H. Dobbs. Mr. Blake and his son are old members of the local hay and grain trade, and the original firm of the senior Blake and his three sons remains entirely distinct from the new one. Mr. Dobbs has been a member of Muir & Co. for several years. The new firm will do an export and import business in grain.

The amendment to 37 of the Grain Trading Rules of the Produce Exchange which became effective July 14, provides for the following changes for the sale of consigned grains: wheat, not less than 1½ cents per bu.; corn, rye, buckwheat, barley and barley screenings, not less than 1 cent per bu.; oats, not less than ¾ cent per bu. For the purchase or sale of grain f. o. b., c. i. f., or c. & f., whether for present or future delivery, the minimum brokerage charge shall be: for export, on lots of 8,000 bus. or over ¼ cent per bu.; on lots under 8,000 bus. ½ cent per bu. with a minimum charge of \$3 per car for car lots; except that on all f. o. b., c. i. f., or c. & f. trades in export malting barley, rye, and buckwheat the brokerage charge shall be ¼ cent per bu. with a minimum charge of \$3 per car for car lots. For domestic, on oats, not less than 1/6 cent per bu. or \$3 per car; on corn not less than 1/5 cent per bu. or \$3 per car.

NORTH DAKOTA

Erie, N. D.—W. A. Bolmaier of Bolmaier Bros. has bot an elvtr. here.

Ft. Yates, N. D.—The Farmers Equity Exchange is planning to build an elvtr.

Niobe, N. D.—The Farmers Elvtr., which had been closed for some time, reopened in June.

Hazleton, N. D.—The Farmers Union Elvtr. Co. has increased its capital stock from \$10,000 to \$25,000.

New Leipzig, N. D.—The Monarch Elvtr. Co., of Minneapolis, has bot the Slope Grain Co.'s elvtr. here.

Landa, N. D.—The farmers elvtr. will have a new foundation and offices built by Christenson & Tokle.

Venlo (Anselm p. o.), N. D.—A farmers elvtr. company has been organized to erect and operate an elvtr. here.

Selfridge, N. D.—The Selfridge Farmers Equity Exchange has purchased the Winter-Truesdell-Ames Co. elvtr. here; but has decided not to open the elvtr. until threshing season begins, E. D. Szarkowski is sec'y.

Hurdsfield, N. D.—W. M. Thompson, mgr. of the Co-operative Elvtr. Co., has bot a half-interest in the business.

Wishek, N. D.—J. D. Schmucker and others are planning to organize an elvtr. company here, and to purchase an elvtr.

Fargo, N. D.—H. O. Mott, for 24 years local mgr. for C. E. Lewis & Co., is now in the grain commission business for himself.

Belfield, N. D.—The Belfield Farmers Elvtr. Co. will close their elvtr. here this year, on account of poor crops.—W. C. Goebel.

Glenburn, N. D.—The elvtr. of the Farmers Co-operative Elvtr. Co. was struck by lightning recently. J. J. McLean is mgr. of the elvtr.

Jnderlin, N. D.—Earl Thorpe of La Moure is the new mgr. of the Osborne-McMillan Elvtr. Co., taking the place of W. C. Engle, who resigned.

Strasburg, N. D.—H. J. Greve, formerly mgr. Farmers Elvtr. Co. here, has accepted the position of mgr. of the Herreid Equity Exchange, Herreid, S. D.

Fairmount, N. D.—Fred Bickerdike, Henry Tellkamp, and others have incorporated here under the firm name of Le Mars Elvtr. Co.; capital stock, \$15,000.

Colfax, N. D.—The Farmers Elvtr. Co. is making repairs on its elvtr. A new Owens Cleaner is one of the new improvements. John F. Whelan is mgr.

Minot, N. D.—An Equity Co-operative Elvtr. is being planned for this place. The Equity Exchange already owns and operates over fifty elvtrs. in the state.

Minot, N. D.—A. W. Luehrs, mgr. of the state system of mills and elvtrs., has been investigating Minot as a feasible location for one of the state mills and elvtrs.

Harwood, N. D.—I have resigned as mgr. for the Harwood Grain Co., and have accepted a similar position with the Harwood Farmers Elvtr. Co.—J. W. Cone.

* Rogers, N. D.—I have resigned my position with the Lamb Elvtr. Co., of Michigan, N. D., and am now mgr. of the Farmers Elvtr. & Mercantile Co. here.—A. M. Hanson.

Belfield, N. D.—W. C. Goebel has taken over the elvtr. of the Belfield Grain Co. here, and will manage same, under the firm name of Belfield Grain Co.—W. C. Goebel.

Fargo, N. D.—The Interstate Grain Co. has awarded the contract for building \$40,000 elvtr. here to the T. E. Ibberson Co. The company also has an elvtr. at Grandin, N. D.

Delamere, N. D.—The Equity Elvtr. & Trading Co. is planning to build a new elvtr. to replace the old one. The new one will have two pits and be up-to-date in every particular.

Adrian, N. D.—The Adrian Equity Elvtr. Co. has bot out the Farmers Elvtr. Co. here, and will now have two elvtrs. and lumber yards. The company's elvtr. capacity is now 75,000 bus. S. A. Dale, mgr.

Spring Brook, N. D.—After August 1 I shall be mgr. of the Farmers Co-operative Elvtr. Co. here, having resigned my position with the Winter-Truesdell Co., which recently sold to the Selfridge Farmers Equity Exchange.—W. Idler.

Chama, N. D.—The Chama Farmers Elvtr. Co. has taken over elvtr. "B" of the Beach Co-operative Grain Co. at Beach, N. D., and will move it to this place. It will be re-erected to take the place of the elvtr. that burned some time ago. The price was \$4,000.

Alsene, N. D.—I have resigned my position as agent for the Northland Elvtr. Co. at Loma, N. D., and have accepted the position of buyer for the Alsen Farmers Elvtr. Co. here. This company has built an addition to their elvtr., for flour, feed, and twine; an office; and has made other general repairs.—Henry Haugland.

Cooperstown, N. D.—Albert Retzlaff has bot the elvtr. here from Erick Erickson & Co., and it will be operated by Wm. Wandkee, formerly with the Farmers Co-operative Elvtr. Co. I have resigned as agt. for the Great Western Grain Co., and accepted the position of mgr. of the Farmers Elvtr. & Mercantile Co. at Underwood, N. D.—S. A. Pritz.

OHIO

Paulding, O.—Brady Bros., of Payne, O., have bot the Ozis & Harlan elvtr. here.

Cincinnati, O.—J. S. Bateman & Co. are new dealers as receivers and shippers of hay, grain, and feed.

Richwood, O.—Richwood Grain Co., incorporated; capital stock, \$15,000 to \$25,000.

New Hampshire, O.—The Eastern Auglaize County Co-operative Co. has purchased two elvtrs. here.

Versailles, O.—W. E. Vesper, former mgr. of the Home Grain & Supply Co., has removed to Arcanum, O.

Mechanicsburg, O.—The Mechanicsburg Farmers Grain Co. has increased capital stock from \$10,000 to \$15,000.

Arcanum, O.—W. E. Vesper is now mgr. of the Arcanum Equity Exchange Co., which is building an elvtr. here.

Sterling, O.—The Sterling Grain & Milling Co., incorporated; capital stock, \$50,000; incorporators: S. S. Fouch, E. T. Boone, and others.

Bellevue, O.—The name of the Gardner Grain & Mill Co. has been changed, probably to "Bellevue Milling Co.," or "Bellevue Flour Milling Co."

Edison, O.—The Cardington Edison Elvtr. Co., a farmers co-operative organization, has bot the elvtr. which formerly belonged to F. E. Blair.

Toledo, O.—Stanley Walson has returned from twelve months' service with the American army in France, and is with J. F. Zahm & Co. in his old position.

West Sonora, O.—K. A. Klepinger, of Eaton, O., has bot our elvtr. here, and we are entirely out of the grain business.—J. & J. Leas, West Manchester, O.

Waynesfield, O.—The Eastern Auglaize County Co-operative Co. has taken over the elvtr. here owned by O. H. Pool, C. M. Doble, and C. A. Swickard.

Vermillion, O.—The Vermillion Mills have been purchased by A. W. Berk of Wakeman, a son of H. H. Berk and brother of J. A. Berk, former owners of the mill.

Delphos, O.—George F. Lang Milling Co., which recently sold its elvtr. here, will retain an office in Delphos and continue to operate its elvtr. at Venedocia, O.

Lodi, O.—We are expanding our office, and installing new equipment and machinery at our branch at Chippewa Lake.—C. P. Bricker, sec'y, Lodi Mills & Elvtr. Co.

Maplewood, O.—Farmers Grain Co. incorporated; capital stock, \$20,000; incorporators: F. A. Weis, Charles W. Andrews, C. H. Howick, Perry C. Miller, J. M. Weis.

Richwood, O.—The Farmers Elvtr. Co. here has taken over the Lenox elvtrs. here, at Woodland, and at Claiborne. Henrp Hozworth is pres. of the Farmers Elvtr. Co.

Mendon, O.—Mendon Grain & Implement Co. incorporated; capital stock, \$25,000; incorporators: B. R. Connor, W. E. Touvelle, Frank Folk, R. B. Gordon, M. L. Mooney.

Milbury, O.—Adrian McDougal has sold his elvtr. here to a farmers' organization. He will continue as mgr. of the elvtr., and also as mgr. of the elvtr. at Genoa, making his headquarters at Genoa.

Bryan, O.—Post & Dawson suffered a loss of about \$10,000 when their buildings and contents burned. The barns were filled with hay, wheat, fertilizer, and some live stock. Insurance, \$4,200.

Ft. Recovery, O.—The Ft. Recovery Equity Exchange has bot the elvtr. belonging to the Jay Grain Co. E. J. Woeste, mgr. for a number of years, has resigned to go into the automobile business, and no one has been selected to fill his place. Extensive improvements are being planned to make this elvtr. strictly up-to-date.

Wellington, O.—J. W. Greenfield, for several years with the Dewey Bros. Co., of Blanchester, O., has bot a warehouse and feed mill here, and will engage in a wholesale and retail business.

Fayette, O.—The Fayette Elvtr. Co. incorporated; capital stock, \$25,000; officers: F. E. Connell, pres.; George K. Russell, vice-pres.; and G. K. Acker, sec'y-treas. The company has bot the Fayette flour mill.

Chillicothe, O.—The United States, thru Major J. J. McConnell, has purchased the entire property of Weldinger Grain & Supply Co., at the edge of Camp Sherman. The purchase price was \$40,000, including about \$20,000 damages. The property includes the elvtr. and about 7½ acres of land.

OKLAHOMA

Guymon, Okla.—Will Snider has charge of the Equity elvtr.

Hooker, Okla.—W. W. Gibbons is mgr. of the Hooker Equity Exchange.

Frederick, Okla.—T. R. Keeter and J. M. Smith are building an elvtr.

Capron, Okla.—Crowell Bros. are installing a motor in their elvtr., as is also the P. A. Johnson & Son Grain Co.

Waynoka, Okla.—The Farmers Co-operative Ass'n has bot and is operating the Deer Creek Elvtr.—J. O. Braught, mgr.

McCool (Hydro p. o.), Okla.—The elvtr. being constructed for the El Reno Mill & Elvtr. Co. will be in operation this week.

Tuttle, Okla.—Farmers Exchange Elvtr. incorporated; capital stock, \$15,000; incorporators: J. H. Davis, J. T. Roland, Floy Kimble.

Manchester, Okla.—State Line Grain Co. incorporated; capital stock, \$15,000; incorporators: Guy R. Meyer, J. M. Flinn, P. S. Burnett.

Vici, Okla.—Bouquet & Ludwick have installed new machinery in their elvtr. here and in their elvtr. at Sharon, Okla.—W. H. Edwards, mgr.

Madill, Okla.—The Wood-McLelland Grain & Elvtr. Co. has bot the plant of the Bobbit Mill & Grain Co. owned by B. F. Smith of Sherman, Texas.

Medford, Okla.—Morrison Bros. have begun operation of their new mill, which has a daily capacity of 800 barrels, and a storage capacity of 25,000 bus.

Skedee, Okla.—Skedee Co-operative Grain Co. incorporated; capital stock, \$10,000; incorporators: E. M. Funkhouser, John Oakleaf, and E. L. Walls. Skedee.

Vici, Okla.—Mr. and Mrs. W. H. Edwards announce the arrival of a boy at their home, July 12. Mr. Edwards is mgr. of the local branch of Bouquet & Ludwick.

Mangum, Okla.—W. D. Matthews, formerly in charge of the federal grain supervision office at Oklahoma City, will become mgr. of the Farmers Co-operative Elvtr. here.

Fairvailey, Okla.—We will not build an elvtr. this year; but we are planning to put in scales, a pit, and dump, with elvtr. stand to elevate wheat in the car.—E. E. Buckland, pres., Farmers Co-operative Ass'n.

Afton, Okla.—The Afton Milling Co. has been incorporated for \$50,000, by J. M. Sheppard, O. F. Sheppard and A. R. Smith. These men formerly did business at Aline and Chelsea, Okla., as the Sheppard Elvtr. Co.

Ada, Okla.—The Ada Mill Co. is making extensive repairs and improvements. The capacity of the mill will be increased, new machinery will be installed, a new and larger warehouse will be built. G. H. Barnes is mgr.

Vinita, Okla.—Grain dealers met here recently to organize an ass'n embracing the counties of Craig, Ottawa, Delaware, Mayes and Rogers. The purpose of the organization is to formulate plans for handling the northeastern Oklahoma wheat crop this season.

Augusta (Carmen p. o.), Okla.—I bot a small elvtr. from J. H. Shaw at this place. I have the house in good shape, and am doing a good business. I have installed a 6-ton Fairbanks Morse Wagon Scale, and have made some minor repairs.—E. L. June Grain Firm, E. L. June.

Blanchard, Okla.—The Blanchard Grain & Gin Co. was dissolved July 1 and we are now doing business under the name of Blanchard Grain Co. The owners are S. G. Ambrister, Norman, Okla., and E. L. Ambrister, Purcell, Okla. No change was made in the company personnel.—C. L. Barnes, mgr., Blanchard Grain Co.

Afton, Okla.—The Afton Milling Co., Incorporated, never did any business here. No property has been transferred to the Corporation. I bot the mill and elvtr. formerly owned by M. T. Cox, but have nothing whatever to do with the corporation. As the Corporation is not doing business I will still use the name—The Afton Milling Co.—W. H. Henson.

OREGON

Redmond, Ore.—C. O. Reynolds had bot the mill of H. L. Loomis.

Eugene, Ore.—Kerr, Gifford & Co. of Portland have taken over the plant of the Eugene Mill & Elvtr. Co. N. A. Leach, assistant mgr. of the company in Portland, announced that the capacity of the mill will be doubled and that millwrights will at once be sent here to work.

Vale, Ore.—The Vale Milling & Elvtr. Co. will soon commence work on its flour and feed mill. Warren Armington, of Spokane, is mgr. Other incorporators are: G. F. Wilshaber, H. R. Dunlop, T. T. Nelson, and M. G. Hope. Work has already begun on two corrugated iron warehouses, erected by the Weiser Milling Co.

PENNSYLVANIA

Philadelphia, Pa.—Frank M. Turnbull, of Taylor & Bournique Co., has applied for membership in the Commercial Exchange.

Philadelphia, Pa.—Charles I. Rini, representing the Armour Grain Co., has applied for membership in the Commercial Exchange.

Philadelphia, Pa.—John McGuigan, Jr., who has held a responsible position for several years with L. F. Miller & Sons, has resigned, and is representing the Taylor and Bournique Co. locally.

SOUTH DAKOTA

Montrose, S. D.—The Farmers Co. has bot the Betts & Smith's elvtr.

Hayti, S. D.—R. A. Frothinger is the new mgr. of the farmers elvtr.

White Lake, S. D.—H. W. DeLong is the new mgr. of the Farmers Elvtr.

Parkston, S. D.—John E. Wudel has bot Chas. Zehnfein's interest in the elvtr.

Hitchcock, S. D.—The elvtr. of the Eagle Roller Mill Co. is being remodeled.

Wessington, S. D.—The Wessington Equity Exchange may double capacity of elvtr.

Turton, S. D.—D. L. Lytle, of Miles City, Mont., will be mgr. of the Farmers Elvtr. Co. here.

Dell Rapids, S. D.—Zeek & Magum have bot the elvtr. here owned by the McCaull-Webster Elvtr. Co.

Wheat

CONSIGN

TO

McConnell Grain Corporation

BUFFALO, N. Y.

Oats

We Get Results

You Get the Money

Brookings, S. D.—A. Soderman will be our agt. at Bruce, S. D.—Geo. P. Sexauer & Son.

Elkton, S. D.—Geo. P. Sexauer & Son have bot E. A. Brown's elvtr. Mr. Ahsenmacher will be retained as mgr.

Frankfort, S. D.—W. E. Wheeler, of Kampeska, has accepted the position of mgr. of the Frankfort Mill & Elvtr.

Bushnell, S. D.—S. B. Henjum, of Hartford, has succeeded C. K. Brooks as mgr. of the Liberty Grange Corporation.

Britton, S. D.—Mr. Hanson, of Boyden, Ia., has accepted a position in the elvtr. of the Farmers Co-operative Co.

Faulton, S. D.—The contract for the construction of the Faulton farmers elvtr. has been let to the T. E. Ibberson Co.

Hartford, S. D.—A. H. Betts will have new scales and truck dumps at his elvtrs. here and in Alpena installed by L. D. Wait.

Dell Rapids, S. D.—C. B. Zeek has bot the elvtr. of the McCaul-Webster Elvtr. Co. Mr. Zeek was formerly local mgr. for this company.

Sinai, S. D.—C. K. Brooks, formerly mgr. of the Liberty Grange Corporation of Bushnell, has purchased an elvtr. here and resigned his Bushnell position.

Tulare, S. D.—The Farmers Elvtr. Co. is a new organization here. The officers of the company are: Clyde Price, sec'y; George Hogue, E. L. McNeill, Frank Weirica, and Sam Warfield. A mgr. has not yet been secured.

SOUTHEAST

Vicksburg, Miss.—The Stein-Pierce Co., wholesale dealer in grain and provisions, contemplates erecting a complete and up to date three-story concrete warehouse, installing an improved electric elevator in the present warehouse, and a general expansion.

Richmond, Va.—The Grain Exchange has elected the following officers: W. T. Selden, pres., W. F. Ferrell, vice-pres., W. F. Green, sec'y-treas. The exchange endorsed a proposition to build an up to date 500,000-bushel elvtr. here, and appointed a com'te composed of W. F. Richardson, Jr., and others, to assist in the enterprise.

Henderson, N. C.—The Seaboard Mills Co. has been organized; paid in capital, \$100,000; C. V. Singleton, pres. and gen. mgr., Eugene Faulkner, vice-pres., F. B. Robards, sec'y and treas. The company will erect a concrete elvtr. of from 30,000 to 50,000 bus. capacity, and will build a concrete or brick flour mill of 200-bbl. capacity. It will also take over the feed plant of the Seaboard Feed & Produce Co.—C. V. Singleton.

Richmond, Va.—Richmond Public Elvtr. & Storage Corporation incorporated; capital stock, \$500,000; officers: W. G. Bragg, pres.; Julian A. Hill, vice-pres.; B. L. Purcell, sec'y-treas., all of Richmond. The company is making plans to build and operate a grain elvtr. of 500,000-bu. capacity, and a storage warehouse. The elvtr. will be up-to-date in its equipment, including facilities for handling, storing, cleaning, and drying grain.

TENNESSEE

Nashville, Tenn.—Harriman Grain & Commission Co., increase capital stock from \$5,000 to \$15,000.

Johnson City, Tenn.—The Model Mill Co. is just completing an elvtr., which will increase its storage capacity to 250,000 bus.

Memphis, Tenn.—R. M. Craig and Harris Scruggs, brokers for hay, grain and cotton-seed products, have been elected to membership in the Merchants Exchange.

TEXAS

Goldthwaite, Tex.—J. C. Street has opened a grain house here.

Glen Rose, Tex.—The A. J. Price Flouring Mill Co. is putting in a new concrete elvtr. at its mill here.

Waco, Tex.—Waco Grain Exchange incorporated; incorporators, B. E. Clement, T. P. Duncan and C. C. Edwards.

Edinburg, Tex.—The Edinburg Elvtr. & Milling Co. has succeeded the Edinburg Grain & Milling Co.—R. B. Curry, mgr.

Mustang (Pilot Point p. o.), Tex.—Mustang Farmers Grain Co. incorporated; capital stock, \$10,000; incorporators: E. W. Brindley, Mustang; George Allen, Banner; and Frank Dolton, Yukon.

Dallas, Tex.—The A. J. Price Flouring Mill Co. is building a concrete elvtr. to care for the increased business of the firm.

Taylor, Tex.—Gottlieb Grain Co., incorporated; capital stock, \$1,000; incorporators, J. G. Gottlieb, C. O. Dallet, Dan Moody.

San Juan, Tex.—William J. Buttschau, of McAllen, Tex., is building an elvtr. here for the handling of small grain and ear corn. A. G. Boggess has the contract.

Brownwood, Tex.—J. A. Austin, purchaser of the John G. Lee mill property, is having the elvtrs. and mill building cleaned out in readiness for the incoming crop.

Munday, Tex.—The Farmers Union Mill & Elvtr. Co. sold out to local parties, and the firm is now known as the Farmers Elvtr. Co.—Munday Farmers Elvtr. Co.

Point, Tex.—In our new mill and elvtr. we are installing a 50-bbl. mill, with cleaner and sifter. Our elvtr. has a storage capacity of 30,000 bus. Power is oil engine.—V. Williams, sec'y and mgr.

Ochiltree, Tex.—The Hardeman-King Grain & Elvtr. Co. is arranging for the erection of a brick warehouse, 75x120 ft., one-story, with large basement. C. W. Hutchinson will move the Ochiltree Elvtr. to Peryton.

Houston, Tex.—S. P. Shearn was elected pres. of the Houston Grain & Hay Exchange at the organization meeting in the rooms of the Chamber of Commerce, July 3. The membership was limited to 100 and the entrance fee placed at \$100 per person.

Lelia, Tex.—Robert D. Fields and Nat. S. Perrine, recently discharged as captains in the United States army, have formed a partnership to carry on grain business. They have let the contract to the Burrell Engineering Co. for the building of two wood elvtrs., one at this place, and one at Hedley, Tex. Each will have a capacity of 15,000 bus.

Waco, Tex.—The Seley Grain Co. and the Cornforth Grain Co. have consolidated into the Seley-Cornforth Grain Co., capitalized for \$50,000. The new corporation will conduct both a wholesale and retail business, in the plant formerly occupied by the Cornforth Grain Co. A large grain elvtr. is to be built. The principal stockholders in the new firm are: C. M. Seley, I. W. Seley, Judge H. M. Richey, F. R. Cornforth, and J. M. Henshaw. Mr. Cornforth will be mgr.

Whitewright, Tex.—B. B. Kimbell and son, Kay Kimbell, operating the Beatrice Milling Plant of this city and the Kimbell mills at Wolfe City, have taken over the stock in both corporations, and have moved the main office to this place. A new charter has been issued to the Kimbell Milling Co., with an increase of capital stock to \$600,000. B. B. Kimbell is pres.; Kay Kimbell, vice-pres. and general mgr.; W. L. Newsome, sec'y and treas. A concrete elvtr. and new machinery will be added to the plant at Wolfe City.

UTAH

Ogden, Utah.—Construction of the large Sperry flour mill near the workhouse and grain tanks now being erected, will start soon. The tanks will be ready for use by the middle of October.

Ogden, Utah.—Work on the plant of the Globe Grain & Elvtr. Co. is progressing. Construction of the flour mills will be started late this summer or in the fall, so that machinery can be installed during the winter. Construction on the power plant and office building will be begun soon. The workhouse and elvtr. are nearing completion.

WASHINGTON

Dayton, Wash.—G. S. Harvey will engage in the grain business in Dayton, opening an office in the near future.

Spokane, Wash.—Neil Brothers Grain Co. incorporated; capital stock, \$50,000; incorporators: J. L. Neil and Geo. L. Neil.

Davenport, Wash.—The Pacific Coast Grain Co. will operate the Inkster Bros. warehouse this season, with E. G. Mann in charge.

Toppenish, Wash.—The Toppenish Co-operative Ass'n has joined the Tri-State Terminal Union. The elvtr. was to be open by July 20, according to Mgr. H. C. Han.

Seattle, Wash.—Martin & Higman, dealers in flour, feed, and grain, started business April 1. James B. Martin was formerly connected with J. A. Campbell & Co.—Brown Higman.

Port Angeles, Wash.—Geo. E. Frost has bot the hay, grain and feed department of the Port Angeles Commission Co. Charles Pollock will be associated with Mr. Frost in the venture.

Mabton, Wash.—The Mabton Elvtr. Co. is opening its new elvtr. of 75,000-bu. capacity. J. A. Sampson of Pullman is mgr. The company will put up a new building soon to handle flour and feed.

Seattle, Wash.—The Merchant's Exchange has elected as trustees to represent the milling interests O. D. Fisher and W. H. Lilly, to represent the grain interests, S. C. Armstrong and William MacDonald.

Seattle, Wash.—T. A. Fransioli Grain Co. is a new concern which will do general business in grain and grain bags. The offices were opened by T. A. Fransioli, after 26 years in the grain business with P. J. Fransioli & Co.

Pomeroy, Wash.—The Pacific Grain Co. has taken over the property and business of the Pacific Coast Elvtr. Co. W. F. Taylor has accepted a position with the new management, and will continue to operate the elvtr.

Yakima, Wash.—R. D. Stanley, for four years mgr. of the branch here of the Lewiston Milling Co., has resigned the position to go into business on his own account. He was succeeded by C. E. Fleming. Stanley will do a general produce, specializing in feed stuffs.

Tekoa, Wash.—The Palmerton-Moore Grain Co. has bot the business and equipment of the Pacific Coast Elvtr. Co., and Willis E. Mahoney, of this city, has been appointed local manager. The Pacific Coast Co. is selling out to the Palmerton-Moore Co. at several other points in the Palouse country.

Olympia, Wash.—The appointment of C. J. Holst, of Tacoma, to succeed P. J. Sweeney as state grain inspector, was announced last evening. Acceptance of Inspector Sweeney's resignation, which became effective July 14, is a result of the Puyallup grain inspection investigation. Resignations of J. J. Geehan, chief deputy, and W. S. Kennedy, inspector, of the state grain department at Tacoma, are expected to follow. Mr. Holst was chief inspector during Gov. Mead's administration, and is now located in the Provident building in Tacoma.

Colfax, Wash.—With the consolidation of the Pacific Coast Grain Co. and the Pacific Coast Elvtr. Co., the new firm will buy under the name of the Pacific Grain Co., and will operate warehouses under the name of the Pacific Coast Elvtr. Co. J. M. Robbie, of Lind, has taken charge of the buying end. Paul Ostroot, formerly mgr. of the Colfax Milling Co., is to be bookkeeper. J. E. Frazier has charge of the warehouse west of Colfax, and C. A. Frazier is in charge of the warehouse east of Colfax. This company is now operating about 60 warehouse stations in the Colfax district. Lester Davis, of St. John, formerly a buyer for the Kerr-Gifford Co., has replaced Frank Tharp as local agt. for the Kerr-Gifford company, Mr. Tharp having been assigned to its Spokane office.

WISCONSIN

Menominee, Wis.—The elvtr. of the Wisconsin Milling Co. has been completed.

De Forest, Wis.—The DeForest Grain & Feed Co. incorporated; capital stock, \$20,000.

Maidenrock, Wis.—Our officers are: A. L. Fisher, pres., Arthur Fosberg, sec'y, Wm. Holverson, treas.—Farmers Elvtr. Co.

Glenwood City, Wis.—M. J. Garske is the mgr. of the mill and elvtr. which the Apple River Milling Co. of Amboy, Wis., is to erect here.

Marshville, Wis.—The Theresa Farmers Union, incorporated; capital stock, \$5,000; incorporators: Joseph Kohl, Andrew Greiner, Edwin Erdmann.

Black River Falls, Wis.—The Riverside Mill & Elvtr. Co. incorporated; capital stock, \$50,000; incorporators: J. E. Dunn, P. W. Dickey, L. L. Dunn.

New Richmond, Wis.—Mr. Williams, formerly of the Farmers Grain Co., has taken an interest in our firm known as J. E. Gallagher Grain Co., and the business will be conducted hereafter under the name of the Gallagher-Williams Grain Co.—J. E. Gallagher, mgr.

West Salem, Wis.—The Farmers Co-operative Supply & Shipping Ass'n incorporated; capital stock, \$20,000; officers are: President, A. R. Lewis; Vice-President, Homer Roberts; Secretary, J. H. Meyer; Treasurer, Charles Brandt; Directors: W. E. Miller, August Von der Ohe, Theodore Hulberg.

MILWAUKEE LETTER.

Frederick W. Aishton has charge of a consignment department for the Donahue-Stratton Co.

The Froedtert Malt Products Co., incorporated; capital stock, \$10,000; Kurtis R. Froedtert, pres.

L. J. Dillon and J. H. McKeane have become joint mngs. of the new local offices of Quinn-Shepherdson Co.

The W. M. Bell Co. has filed amendments to its articles of incorporations calling for an increase of its capital stock from \$100,000 to \$150,000.

WYOMING

Sheridan, Wyo.—The Denio Milling Co. is planning to rebuild its plant at once. A mill and elvtr. of concrete and steel will replace the ones burned July 1.

New Regulations on Transportation Taxes.

Drastic regulations are provided in Treasury Decisions No. 2889 just issued by Daniel C. Roper, collector of internal revenue, placing on the shipper the burden of proof in advance that the property is actually for export and will move forward continuously without stopping in the United States. To secure the export exemption from the transportation tax proof must be furnished on the forms provided by the collector known as "Temporary Exemption Certificate," "Certificate of Exportation" and "Foreign Requirements Certificate."

Also, on July 16 the Commissioner of Internal Revenue amended the regulation governing transportation tax, so that Article 13 reads as follows:

Taxable charges—In-transit privileges—It is the practice of some carriers in the collection of taxable charges in connection with in-transit privileges to collect the local rate to the transit point and upon reshipment to refund such local rate, and then assess the thru rate from point of origin to final destination, while it is the practice of other carriers in the collection of such charges to collect the local rate to the transit point and at the time of reshipment from the transit point to assess the balance of the thru rate. Various other adjustments of charges are common in connection with in-transit privileges.

No exemption adjustment, or refund of tax on charges paid for the transportation of property from the point of origin to the transit point is permissible. When a shipment of property moving in commerce, altho it may be intended for ultimate exportation, reaches a place in the United States where, at the instance of the shipper or his agent, it is stopped for business purposes, private sale, storage, grading, sacking or manufacture, and not in necessary delay or accommodation to the means of transportation, the movement is complete and the tax attaches on the amount paid for the transportation.

Hereafter on commodities given "in-transit privileges" there is not permissible any exemption, adjustment or refund of tax on charges paid for the transportation from the point of origin to the transit point.

Heretofore, altho the tax was collected on the transportation charge to the transit point at the time such charge was collected, in the final readjustment the tax was collected upon the net transportation charge assessed on the shipment from point of origin to destination.

A BILL prohibiting cornering the market has been introduced into the lower house of congress, making such action a felony punishable by not less than six months, nor more than three years in the penitentiary. It provides that: "Any person or body of persons buying or selling futures of any article or articles pertaining to the necessities of life, who either in his individual capacity, or as an officer, agent, or employer of a corporation, or member of a partnership, shall store any such article or articles for the purpose of cornering the market or affecting the market price thereof, or for the purpose of limiting the supply thereof to the public, whether temporarily or otherwise, shall be deemed guilty of a felony" and punished as above stated. The bill has been referred to the Com'ite on Agriculture.

Food License Still Required.

The federal food administrator at Washington on July 16 announced that:

Until proclamation to the contrary, by present Food Administration, licenses are still required from the following in addition to Wheat Director's license so that none of the following can engage in business specified below without a Food Administration license whether or not they have Wheat Director's license.

Food Administration licenses are thus required for all persons, firms, corporations and ass'ns engaged in the business of importing, manufacturing or distributing wheat, corn, oats, rye, barley or sugar, or in the business of importing or manufacturing wheat flour or wheat mill feeds, or in the business of operating elevators and warehouses storing wheat, corn, oats, rye or barley.

The general rules governing these licenses now in force are numbers one to eight inclusive, ten to twelve inclusive, seventeen, and nineteen to twenty-two inclusive. Of the special license regulations only the following are in force: One, three, nine and fifteen of the special licenses handling wheat, rye, corn, oats and barley.

Burocrats die hard.

Millers Form National Export Ass'n.

The Grain Corporation has only one buyer of flour for export to Europe. Last year, the millers made their offers to him, and he, accepted what he chose, with no regard for uniformity in price, and with the result that the prices paid for the same grade varied a dollar or more between the high and low. This state of affairs caused so much dissatisfaction among the millers that they have taken steps this year to remedy the situation.

At a meeting held in Chicago, at the Great Northern Hotel, July 14, millers from twenty-six states formed the Millers Export Ass'n. Sec'y Husband of the Millers' National Federation called the meeting to order, and B. A. Eckhart, of the B. A. Eckhart Milling Co., was chosen chairman. The basis for membership in the Ass'n was fixed at \$3,000, or 30 shares at \$100 each. The capital stock was placed at \$1,000,000 preferred; 10,000 shares of \$10 each, and 300 shares of common. In case of failure to comply with the bylaws, the violating firm will forfeit its holdings in the Ass'n.

The executive com'ite, named by Mr. Eckhart, includes James F. Bell, A. C. Loring, Charles L. Roos, George R. Milnor, B. W. Marr, and Frank Kell. The meeting named Mr. Eckhart a member by acclamation. This com'ite will fix the six zones, and the zone organizations will provide for zone directors. These six zone directors and one director at large will control the affairs of the Ass'n. The directors will elect the officers, and have one vote each on matters of policy. Zone directors will be chosen by vote, on the basis of mill capacity. Assessments for operating expenses will be based on mill capacity also.

R. F. Bausman, flour purchaser for the Grain Corporation at the present time, will be mgr. for the Export Ass'n. One office will be opened in New York. The same price for the same grade will be assured all members of the Ass'n also.

This is the first time in the history of the United States that a great industry has combined lawfully to control the price of its product in the foreign market. Supported by the Webb law, backed by unlimited capital and with a milling capacity equal to the world's demands the new combination is certain to effect a vast increase in our exports of flour.

A HANDY GRAIN OFFICE REFERENCE is the set of four cards being sent out to friends of the Moore-Lawless Grain Co. These cards are made with an eyelet holding them together and for hanging on a hook. One card contains the Kansas City, Galveston and New Orleans prices for the coming crop year as established by the grain corporation for all grades of wheat. Another contains the wheat grades, and another contains the grades for shelled corn and the freight per bushel on all grains at rates between 5 and 40 cents per 100 lbs., war tax included.

Reconstruction or Adjustment of the Grain Business.

BY V. E. BUTLER.

The grain business is as old as the ages and has been developed with the knowledge of experience to a system that functions with other related business as do the parts of the finest piece of machinery. But a machine will not work without its operator having a thorough knowledge of its intricate parts, neither will the grain business, and therein lies the reason for much of the criticism indulged in by those who so freely offer it. Then we have the theorist who criticises not from knowledge of a business, but because of a pet theory which he would like to have adopted.

If the producer would be content to market his crops more moderately, the price of his products would become more stable, in value to other commodities, and many of his problems would be solved. However, the producers' problems are the grain dealers' problems, and it would seem that the first step in adjustment of the grain business is to furnish a market based upon the actual supply and demand of grain, and if there is any step in marketing that gives to any element any undue advantage, it is up to those engaged in the business to set it right.

Grain inspection and inspection equipment are two very vital questions that the trade should adjust. Grain inspection by the many state inspection departments is a burden of expense upon the trade that is costing thousands of dollars more than it should. Under the present system of supervision there is nothing to prevent any state inspection department from setting up its own standards as Minnesota has threatened to do several times. Since the adoption of Federal Standards such a course would bring about confusion in the trade and would undoubtedly result in loss to producers and dealers. Federal inspection of all grain would be more desirable than the present form of supervision, if it can be brought about. With federal inspection in force the troublesome question of Inspection Department equipment would be solved, for then all equipment would become uniform. If it is not possible to have federal inspection the trade should demand that the different state inspection departments install equipment in uniformity with supervision offices.

From my contact with the grain trade there seems to be a growing demand for federal inspection. Many have said to me they understood we had federal inspection, but after explaining what we have, they have expressed a desire that this service be put under one control, and do away with the many inspections to which grain is subject. It would seem that in the personnel of the present supervision force and the additional assistance of those now connected with the several inspection departments of the country, an organization might be built that would bring about greater uniformity in inspection at a greatly reduced cost to shippers.

Future Trading.—One of the great questions confronting the grain dealers of the country is to "set right" the functions of future trading in the minds of the public. If trading in wheat is resumed in its old form, after government control is released, we may expect criticism and attempts at regulation thru legislation by those who may destroy its usefulness. It is a question that must be handled by those who understand it, by its friends, and not by its enemies.

Now, Mr. Country Grain Dealer, what is your position in the system of marketing? As I see you you are the buffer between the terminal dealer and the producer—yours is the most difficult position of all to fill for you shoulder the load of criticism, be it just or unjust, for your business is to convert into dollars the results of the producers' labor; you are called upon to pass judgment as to its quality and worth; you have no one to give you notice of the quality of the offerings, neither have you any way of knowing its exact value at the time offered. You know what or near what it was worth yesterday, or what you could have sold it for this morning if it would meet certain standard grades. Everything in connection with your transactions with the producer is against you.

Lack of Constructive Criticism.—It would seem that the reason for not having more constructive criticism is because of all the reasons to some extent, but more largely because of the lack of specific knowledge. To illustrate—In 1918 one of the large dealers of Minneapolis, whose interests extend over many states, made the statement that he could handle wheat at the then high prices for four cents per bushel. His statement was challenged so he put his auditors at work to find out what it did actually cost to handle wheat and very much to his surprise he found it cost almost twice as much as he had claimed.

Another dealer said his loss in grades was very small but when asked for the figures he could not give them. When pressed for a reason for his statement he answered that it was made on general knowledge of his business. He, too, put his auditor at work and found that

his outturn of No. 1 wheat was only 30% of his purchases of the same grade, while his gain in No. 2 wheat was 40% over his purchases, with a substantial loss in grades below No. 3.

In Indiana there are about 800 elevators but only 73 furnished figures from which the cost of handling grain could be calculated when all of the elements of cost was considered.

Cost accounting is a most important record in any business and, due to the small margin of profit per bushel, it would seem to be the most important record that a country grain dealer should keep at all times, and for this next year it may mean more to your business than ever before. The Food Administration Grain Corporation in its tentative contract with grain dealers for the handling of this year's wheat crop, does not guarantee you a fixed handling charge, but does say you will be allowed a maximum reasonable handling charge. The second section of the agreement intimates that an expression will be given as to what will be considered a reasonable handling charge and provides for a final hearing with the U. S. Wheat Director to settle all disputes as to what a reasonable charge should be. Under these conditions you may be called upon to verify by actual figures the cost to you for handling a bushel of wheat. Can you do it?

Overgrading.—With the country dealer it is a very common failing to overgrade his purchases, and I believe it to be a fact that we have two conditions in handling grain on grades, the terminal elevator dealer invariably gains in grades, and the country dealer invariably loses in grades.

As individuals you need to set right in the minds of the people the intrinsic value of the service you perform by distributing millions of bushels of grain at a very nominal cost. But in order to do this, you must first set yourself right with your business and know what this service costs. You would then have specific knowledge upon which to base your calculations. You would know where to stop the leaks in your business. You would know how and when to reduce your expenses. You would know how and where you made your profits or losses.

That knowledge alone would do much to set right the business in the minds of those who claim it to be imperfect and undeveloped.

A New Hybrid Wheat.

While assisting with the grain grading demonstrations thru eastern Washington, Mr. W. A. Pahl, assistant Grain Supervisor, learned of a new hybrid wheat called "Triplet," that was given to the farmers last fall for seed wheat by the Washington State College. It consists of the following crosses:

Turkey Red and Little Club,
Turkey Red and Jones Winter Fife,
and the two hybrids crossed.

It was impossible to obtain a bulk sample of this wheat, but at Connell, Wash., some heads were obtained from P. F. Oehlshaeger's farm. It has a good straw, beardless head and velvet chaff. It seems to stand the drought well. The berry is of a dark amber color, the germ and back resemble Turkey wheat while the brush end and crease resemble Jones Winter Fife.

After talking to a number of farmers and the various County Agricultural Agents, they all seem to be of the opinion that it is the coming wheat of the State, especially in the dry sections.

GUARANTEED PRICES for cereal crops of Norway as furnished by the American Trade Commissioner at Christiania, are as follows: Wheat, per bushel, 60 lbs., \$4.02; rye, 56 lbs., \$3.75; barley, per 48 lbs., \$2.63 and oats, per 32 lbs., \$1.56. The price of wheat is an increase of 10% over the price last year, both it and the valid price for 1919 being erroneously reported.

THE SEC'Y OF THE LIVERPOOL, England, Corn Trade Ass'n has received the following communication from the Royal Commission on Wheat Supplies: Please inform your members that notwithstanding the provisions of the notice of the 12th of December, the Wheat Commission have decided to permit private trading in oats under license on and after the 9th of July. Licenses will be granted at the discretion of the Commission to recognized first hand traders in oats, that is, those firms who have in the past made direct purchases, or agents, or representatives, or U. K. houses of the shippers abroad.

Terminal Elevator Contract With Grain Corporation.

Following is the contract which the U. S. Grain Corporation is sending out to terminal elevator operators, the specification as to storage rates being left blank:

First: On all wheat grading No. 1, 2 and 3 which is acquired by the Grain Corporation through the purchase of warehouse receipts issued by the Warehouseman to itself, or to persons or companies directly or indirectly connected with it, the Warehouseman guarantees to deliver to the Grain Corporation up to Aug. 1, 1920, wheat of equal quantity and of the same kind and grade as is specified in the warehouse receipts, and in respect to such wheat the Warehouseman shall forthwith furnish the Grain Corporation with a bond of an approved surety company or companies, in form satisfactory to counsel for the Grain Corporation, in an amount equal to Fifty Cents (50c) per bushel conditioned upon the faithful performance of the Warehouseman's guarantees in this Section expressed. The purchase and storage of such wheat shall be subject to the following:

(1) Upon the surrender of warehouse receipts specifying No. 2 Grade, the Warehouseman may deliver to the Grain Corporation wheat grading No. 1, and in that event the Grain Corporation will pay the market difference between No. 2 and No. 1 Grade, as established by the Grain Corporation buying price basis. Likewise, there may be delivered wheat of No. 2 Grade upon warehouse receipts specifying No. 3 Grade, and in that event the Grain Corporation will pay the market difference between No. 3 Grade and No. 2 Grade, as established by the Grain Corporation buying price basis. If, upon the surrender by the Grain Corporation of any warehouse receipt specifying No. 1 Grade, the Warehouseman is unable to deliver No. 1 Grade, the Warehouseman may deliver to the Grain Corporation No. 2 Grade upon paying to the Grain Corporation the market difference between No. 1 Grade and No. 2 Grade, as established by the Grain Corporation buying price basis. Likewise, if, upon surrender of any warehouse receipt specifying No. 2 Grade, the Warehouseman is unable to deliver No. 2 Grade, the Warehouseman may deliver to the Grain Corporation No. 3 Grade upon paying to the Grain Corporation the market difference between No. 2 Grade and No. 3 Grade, as established by the Grain Corporation buying price basis.

(2) If any wheat represented by warehouse receipts calling for either of the above tenderable grades should lose its tenderable grading under the Federal inspection rules because of an excess percentage of heat damaged kernels, but conforms to its tenderable grade in other respects, including test weight, it shall be accepted as good tender against receipts at a fair relative market difference. The determination of the local Vice-President as to the value of said wheat so tendered, shall be final and conclusive, unless an appeal from such determination be made within ten days to the United States Wheat Director by the Warehouseman. In case of such appeal, the decision of the United States Wheat Director shall be final and conclusive.

(3) Grading out for delivery shall be under the same specifications and the same Federal standards as were in effect at the time the warehouse receipts were issued.

(4) The Grain Corporation will assume liability on account of any loss of or damage to any of said wheat stored as aforesaid caused by mobs, riots, fire, explosion, acts of God or the public enemy, or caused as a direct result thereof.

(5) On and after Aug. 1, 1920, the provisions of this Section shall cease to apply and the Warehouseman thereafter will only be subject to the usual obligations of warehousemen, except, however, that the grade delivery privilege provided in this Section shall remain in effect.

(6) The special terms and conditions in this Section stated, are solely for the benefit of the Grain Corporation during the time that the Grain Corporation is the owner of the receipts and shall not be applied when the receipts are in other hands, except that the Warehouseman may retain the grade delivery privilege, provided this privilege is indicated on the warehouse receipt.

Second: On all wheat grading No. 1, 2 and 3 sent to the elevator by the Grain Corporation for storage without a request to preserve its identity, the Warehouseman shall, upon the receipt of such wheat, elect whether he will hold such wheat in storage under the provisions of Section First hereof, or only under the usual obligation of warehousemen, and shall promptly notify the Grain Corporation of his election.

Third: On all wheat grading No. 1, 2 and 3 which is acquired by the Grain Corporation through the purchase of warehouse receipts issued by the Warehouseman to persons or companies not directly or indirectly connected with him, the Grain Corporation will give notice of

the receipt so purchased by the Warehouseman and the Warehouseman shall immediately elect at the time of the receipt of such notice, whether he will hold such wheat in storage for the Grain Corporation, as wheat covered under the provisions of Section First hereof, or only under the usual obligations of warehousemen, and shall promptly notify the Grain Corporation of his election.

Fourth: All No. 1, No. 2 or No. 3 wheat sent to the elevator by the Grain Corporation for storage, with a request that its identity be preserved, and all other wheat owned or acquired by the Grain Corporation grading below No. 3 shall be received, stored and / or handled by the Warehouseman under the supervision and direction of the Grain Corporation for the account and risk of the Grain Corporation, both as to weight and grade. The Warehouseman, however, shall exercise due diligence in watching and caring for identity preserved wheat, and shall promptly notify the Grain Corporation if the wheat is not in proper condition. If the Grain Corporation shall order the Warehouseman to handle or turn such wheat, the Grain Corporation shall pay the expense of such handling and turning at the regular published rate.

Fifth: The storage rates to be paid by the Grain Corporation during the time that warehouse receipts issued by the Warehouseman are in the possession of the Grain Corporation shall be as follows, anything in the warehouse receipts to the contrary notwithstanding:

Provided, however (1) that in case any part of the stipulated charge for elevation is assumed by a Railroad, it is to be considered as payment of a part of the elevation charge stipulated by the Warehouseman and is to be deducted from the amount of elevation charges in billing on the Grain Corporation; and (2) that in case the Warehouseman performs or agrees to perform the elevation, storage or any other service, for any other person at a lower rate than stipulated herein, the Grain Corporation shall only be obligated to pay the Warehouseman for this service at such lower rate.

Elevator and handling charges shall become due and payable when the wheat is delivered and on all undelivered wheat on January 2, 1920, and July 1, 1920.

Sixth: The special terms, conditions and obligations imposed upon the Warehouseman in this agreement are in addition and supplemental to the duties and obligations imposed upon the Warehouseman under the warehouse receipt issued by him, and in addition and supplemental to all obligations imposed upon the Warehouseman by law and by any rules or regulations issued by any board or organization governing the operations of the Warehouseman.

Corn Going Out of Condition in Chicago Elevators.

Corn in 21 of the bins in Armour Elevator C, one of the crib-constructed houses on the Chicago River, has gone out of condition.

This corn went into store May 31 to June 2 and is covered by 42 warehouse receipts, aggregating about 70,000 bus. for No. 2 yellow. On the same day, July 19, there was posted two bins containing 3,882 bus. of No. 3 that had been taken in July 11.

On June 25 the South Chicago Elevator Co. posted a lot of No. 2 corn that had been received into store May 27 to June 2, as musty and on the verge of heating.

It is unusual to have so many different bins heating but John Kellogg, vice pres. of the Armour Grain Co., states that the corn was good when received and the heating is not due to excessive moisture. His personal opinion is that the trouble is due to the high oil content and the corn passing thru the germinating season. In a way the oil oozes out of the corn.

INDICATIONS ARE THAT the two dreaded foreign foes of wheat, flag-smut and "take-all" will not spread extensively thruout the United States. The federal department has announced that Indiana and Illinois, the two states most affected by the diseases, had taken steps to prevent the spread of them because of infected fields, and also had planned a campaign to wipe out the disease entirely where it already exists. Only three counties, Madison, Mason, and Sangamon, in Illinois, are affected. Less than fifty farms in the state are infected. Fall wheat will not be planted in these counties.

Grain Dealers Meet at Amarillo, Tex.

A district meeting of the Texas Grain Dealers Ass'n was held in the Chamber of Commerce rooms at Amarillo, at 4:30 o'clock, Saturday, July 5. L. G. McMurtry acted as chairman, and stated the object of the meeting.

Mr. Dorsey stated that the government was buying wheat only on the federal grades, and that the terminal markets were also buying and selling on the federal grades. Because of this, it is necessary that the country shipper and the farmer thoroly familiarize themselves with the correct methods of applying the federal standards, so that they may get justice at the terminal markets, and deal with each other fairly in grain transactions.

Of the ninety persons present at the meeting, the larger number were grain men and shippers at country points. Several of these had attended other meetings where grain grading had been demonstrated; but most of them did not know anything about the correct determination of grades. James C. Wallace, federal grain supervisor of Fort Worth, represented the buro of markets, and explained many things of vital interest to those present.

The making of the dockage determination was carefully explained, and dockage sieves were passed around in order that each person might see just what matter was removed as dockage. Much interest was shown in the correct method of making the test weight per bushel, and it was news to every one that the correct test weight per bushel should be made on dockage free wheat. Copies of the handbook, "Official Grain Standards for Wheat and Shelled Corn," had been handed out at the beginning of the meeting, and use of them was made in the demonstration. Attention was called to the various methods and definitions given in the handbook.

In open discussion, the wheat grades received favorable comment, and the desire for more uniformity in grades was unanimous.

The general objection to the present designation of smutty wheat resulted in a resolution that all present at the meeting go on record in this opposition, and that each one write to the chief of the buro markets, and voice his objections.

It is believed that as an outcome of the meeting at Amarillo, an exchange or board of trade will be formed in the near future, and the service of a licensed inspector secured. Mention was made that dealers from the nearby stations would become members, samplers from these members could be appointed by the inspector, and their stations thus become inspection points.

Little interest was taken in the discussion and demonstration of oats grades.

One lady was present, Mrs. Bess Turrentin, assistant manager of the Harrison Grain Co. of Hereford, Tex. Mrs. Turrentin showed a great deal of interest in all the grain grading meetings, and after the meeting came forward to ask questions and get more bulletins. She said that she had been reading all the bulletins carefully, which had been sent her by the Office of Federal Grain Supervision, and that she was very glad to have been present at the grain grading demonstration, as she had to grade most of the grain her firm purchased at Hereford.

In the evening a banquet was given for the visitors by the grain men of Amarillo at the Harvey House. After the banquet, Mr. Dorsey talked on the handling of the 1919 wheat crop under regulations as prescribed by the wheat director. The different phases of the government wheat contract were discussed, and various other matters of interest were taken up. He also explained the weights and measures law as recently passed by the state legislature. Several short talks were made by the visitors, and all expressed their thanks and appreciation both to the department and to the sec'y of the Texas Grain Dealers Ass'n for arranging this meeting and explaining the correct methods of grain grading. They

declared they were in hearty accord with a movement for the holding of such meetings oftener.

Books Received

PRICES OF BARLEY, HOPS, RYE and Their Products during the War is the title of a 17-page pamphlet by Lloyd W. Maxwell. It is one of the series of pamphlets issued by the War Industries Board. W. I. B. Price Bulletin No. 12; War Industries Board, Washington, D. C.

CARRYING QUALITIES OF AMERICAN CORN is a record of observations made on 9 cargoes of corn shipped across the Atlantic ocean, showing date of sailing, length of ocean voyage, average time of corn in vessel, temperature of corn as loaded, average moisture content as loaded, acidity of the corn as loaded, location in hold, maximum temperature as discharged, location of the least damaged corn, and condition of the corn as discharged, from which factors the condition on arrival of any corn cargo can be forecasted. It is proved by the tests that the principal factor in the keeping quality of corn is not the moisture content but the degree of acidity, which is the chemist's measure of what is commonly understood as sourness. In other words, corn that has started to sour may be expected to continue to decay. This pamphlet confirms the experience of practical grain exporters and sets forth exactly the conditions with which they have to contend. Bulletin No. 764, Buro of Markets, U. S. Dept. of Agriculture, Washington, D. C.

THE BOARD OF GRAIN SUPERVISORS of Canada issued orders July 21, calling for the delivery of all wheat of the 1918 crop to terminal elevators before August 15, in the case of Manitoba, Saskatchewan, and Alberta, and before July 31 in the case of British Columbia. The price fixed by the government for wheat of the 1918 crop will apply only on that delivered in compliance with those orders.

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2 Flask.....	40.00	less a	Electricity
4 Flask.....	65.00	discount	Alcohol
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We supply also **Dockage Sieves, Scales, Grain Testers**
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moisture and heating grain

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Seeds

ROCKFORD, ILL.—Condon Bros. have increased their capital stock from \$10,000 to \$100,000.

CONDITION FIGURES for grain sorghums in Illinois on July 1 were 84; field beans, 86; broom corn, 85.—State Board of Agriculture.

BALTIMORE, MD.—The Belt Seed Co., has secured a warehouse at Pratt and Calvert street and Cheapside, in the heart of the shipping district.

CHICAGO, ILL.—Central Seed Corporation, 1929 W. Forty-third St., incorporated; capital stock, \$60,000; incorporators: E. E. Elder, J. W. Glynn, and J. F. Summers.

THE TOTAL PRODUCTION of flaxseed compared with last report is estimated by the Bureau of Crop Estimates in its July report at 90.2%; broom corn, 97.4%; kafir, 186.0%; and beans, 70.5%.

THE COM'ITE on Seeds of the New York Produce Exchange is made up of the following: Chairman, Wm. Jacot; Marshall H. Duruya, Ernest Wehnke, Charles Wimmer and O. W. F. Randolph.

AN APPROPRIATION of \$5,000,000 for the purchase of seed grain for farmers in drought stricken areas in North Dakota is requested in a bill introduced in the Legislature. Loans are to be secured by first liens on the crop.

ALFALFA in Missouri is 92%. First crop damaged by rains, second, bad start where first cutting was late. Timothy, 94% on reduced acreage with 1919 seedlings fine. Millet, 89%, sorghums, 89%. Peas, 87%, seeded late. Pasturage best for several years at 98%. Bluegrass fine with heavy crop of seed.—State Board of Agriculture.

LOUISVILLE, KY.—Card & Powell are new dealers in seeds, both retail and wholesale, having purchased the business of William Cassler, retail dealer since 1882. George W. Card was formerly with the Washburn-Crosby Co., and Paul Powell was recently with Edinger & Co. The new owners will make over the old business completely.

THE ORDER commandeering all fiber flaxseed in Canada, exclusive of the amount required by the Dominion for sowing in 1919, has been rescinded. The surplus seed, it was thought, would be needed for seeding purposes in Ireland because of the shortage of flax fiber in that country, this material being used in the manufacture of linen for airplane wings.

LANSING, MICH.—The acreage of beans is considerably under that of last year, especially in the southern and western edges of the bean district. In sections where the yield is heaviest, the reduction in acreage has been much less. The preliminary estimate is 353,000 acres; condition 90% and total production, 3,654,000 bus.—Bureau of Crop Estimates, U. S. Dept. of Agriculture.

THE GLADDIN, a new variety of hard winter wheat developed at the Ohio Experiment station, tests from 8 to 12 bushels per acre higher than the original strain from which it was selected. It promises to be one of the coming wheats in Ohio and has been distributed to many of the county experiment farms so that a commercial supply will be available the coming season.

"THE IMPORTANCE OF CLOVER, CAUSES OF FAILURE AND REMEDIES" is the subject of Extension Circular No. 36, for June 1919, the work of J. E. Readhimer and W. L. Burlison of the University of Illinois. Different methods of sowing are given and some results of soil treatment are illustrated, particularly the use of limestone. Copies may be had on request from the University of Illinois College of Agriculture, Urbana, Ill.

RECEIPTS of flaxseed at Duluth for the month of June were 121,100 bus. shipments, 222,972 bus. compared with receipts 309,781 bus. and shipments 337,496 bus. in the corresponding month in 1918.—C. A. Macdonald, sec'y Board of Trade.

MINNEAPOLIS, MINN., July 23—Flax has lost, to some degree, its condition of last week. In some places flax is showing signs of wilt. In Northwestern North Dakota, where conditions are not too promising, rain is badly needed. The Central and Eastern parts of the State have been more fortunate and have had sufficient moisture and the general conditions of the crop is up to the average. In Southwestern North Dakota west of the Missouri River, and in Montana, there will probably be only enough flax seed raised for seed for next season.—The Van Dusen Harrington Co.

CRAWFORDSVILLE, IND.—The Crawfordville Seed Co., composed of A. H. Flanigan and Shirl Herr, who were the original founders of the firm five years ago, will begin building an additional storage house in a short time. The new structure will be 44 feet wide by 109 feet deep, will consist of two stories and basement, will be built of brick of practically fireproof construction. One of the assets of the company is a machine for cleaning clover seed which is the invention of one of the members of the firm. With this machine, the company not only cleans its own seed, but also does similar work for other firms and farmers.

COUNCIL BLUFFS, IA.—The Shenandoah Seed & Landscape Co. has increased its capital stock to \$50,000 and has changed its name to the May Seed & Nursery Co. A side track will be put in from the Burlington to the new seed house which will be erected. The firm will do a mail order seed and nursery business and handle seed corn and grass seeds in car lots. It has bot the ground and buildings owned by the J. B. Armstrong Co. The officers are: E. S. Walsh, pres.; G. A. Chambers, vice-pres. and general mgr.; I. B. Raeder, sec'y and E. E. May, treas. All are well known in the seed business. The new plant will be ready for operation by the first of September.

ALFALFA DODDER is described by W. W. Robbins and G. E. Egginton in the Colorado Sta. Bul. 248 (1918), pp. 15, figs. 8. It is said to have originated largely from three widely separated localities in the state. All the alfalfa-growing sections of the state were found to be more or less contaminated. *Cuscuta planiflora*, *C. arvensis*, and *C. indecora* attack alfalfa. Impure seed, irrigation water, hay, and manure are said to be the disseminators of dodder. Power-driven mills, hand mills, and sieves will remove *C. planiflora* and *C. arvensis*, and this removal is urged in order to insure the use of cleaned and dodder-free alfalfa. For small infested areas, cutting and burning the plants, followed by hoeing to a depth of from 2 to 3 inches every few days for several weeks is advised. In cases of large areas, it is recommended that the crop be cut for hay before the dodder seeds, or if the seed has already matured, that it be cut and burned. The area should then be plowed and kept in cultivated crops for several seasons.

SEED CORN EXPERIMENTS carried on co-operatively by the Indiana Experiment Station and the Office of Cereal Investigations of the U. S. Department of Agriculture have resulted in careful explanations for the selection of disease-free seed. It has been found that the same organism which causes scab in wheat also appears to produce rot of the stalks, ears, and ear shanks of the corn. The use of infected seeds resulted in missing hills, slow-growing stalks, barren stalks, down-stalks, nubbins, and early blighting of plants in the field. The experimenters recommend the use of the ear-to-row method for studying the quality and value of seed ears, and explain the selection of seed ears from dis-

ease-free stalks. Careful observation of germinating seedlings is said to reveal the presence of infected seed ears, and a type of germinator thought effective for this method of testing is described and illustrated in the Indiana Sta. Bul. 224 (1918), pp. 16, figs. 21, by G. N. Hoffer and J. R. Holbert.

IMPORTS OF SEEDS during June were as follows: Alfalfa, 506,800 lbs.; Canada bluegrass, 187,800; alsike clover, 29,400; crimson clover, 800,900 lbs.; red clover, 88,100 lbs. white, none; clover mixtures, none; broom corn, none; orchard grass, 22,500; rape and red top, none; English ryegrass, 22,200; Italian ryegrass, 56,000; timothy, none; hairy vetch, 3,000; compared with alfalfa, 600 lbs.; Canada bluegrass, 30,600 lbs.; Kentucky bluegrass, none; alsike clover, 87,400; crimson clover, 40,000; red clover, 155,700; clover mixtures, none; broom corn, 833,700; Hungarian, none; grass mixtures, none; orchard grass, none; rape, 120,500; redtop, none; English ryegrass, 20,400; Italian ryegrass, 18,700; timothy, none; hairy vetch, 12,100 and spring vetch, none, in June, 1918.

From the Seed Trade.

JACKSON, MICH.—The Isbell Seed Co. who formerly dealt in seeds, beans and grain will in the future handle seeds almost exclusively, doing some business in beans, but not in grain.—E. R. Reithmiller.

SEDALIA, Mo.—We will harvest about 25 per cent crop of timothy. While it is a little early for red clover, the present conditions show a 50 per cent crop. There will be no surplus timothy seed in our territory.—Archias Seed Store Corp.

NEW YORK, N. Y.—Italian alfalfa seed is worth 19c per lb. c. i. f. New York for July August shipment from Italy and red clover seed is worth about \$3.50 per lb. c. i. f. New York for same shipment from Italy and there is a little trading done on these articles.—Maxim Hershey Seed Co., Inc., M. Hershey.

TOLEDO, O.—Clover seed made the bulls happy by passing the thirty dollar mark for the October. There wasn't such a big amount of trade at that price, however, and there was some reaction later. Most of the buying this week, in our opinion, seems to have been for shorts. We do not believe there are many new investors at this range of prices. There was some fresh short selling, and some longs also accepted handsome profits. Crop news from some of the western states is favorable, but from the central states mostly bad and on a short acreage, although recent rains have started the plant along in nice shape, and there may yet be some seed where it was supposed there wouldn't be any. Present price certainly discounts a lot of shortage, and any vigorous short selling or profit taking by holders could easily cause a nasty break. Of course, if sellers are in the minority and shorts become anxious, whv new high records could easily be made.—J. F. Zahm & Co.

TOLEDO, O.—Clover seed in critical period. The crop has possibilities—both ways. So have prices. Good out-turn could cause decline. Damage to any great extent could mean very high prices. Lack of reserves places large responsibilities on the new crop. It is not made yet. Needs kind weather treatment all along the route. Successful clover crop begins with the year before. Seed of this year is mainly taken from seeding of last year. Most fields came through the winter in good shape, but they are handicapped by poor start owing to drouth of last summer. June and July rainfalls are needed to give the plant a proper send-off. They were lacking last year, especially in Michigan and Ohio. The rainfall deficit has important bearing on the acreage available in these states for seed this fall. In the extreme west Oregon suffers by same conditions, and in Idaho certain clover fields were plowed up to kill plant diseases.—Southworth & Co.

ST. JOSEPH, MO.—Missouri has harvested a good crop of Kentucky bluegrass seed. The quality is good. Timothy heads are long and shud yield well per acre, but the acreage is much shorter than it used to be. We hardly think that new crop alfalfa seed from Kansas and Nebraska will reach the market in time for fall sowing as there was too much rain in the early part of the season for the good of this crop. We think early arrivals will likely come from the irrigated sections in the South and West.—Mitchellhill Seed Co.

NEW ORLEANS, LA.—This locality is not a grass or grain producing section. The only variety of clover extensively grown in Louisiana is the Lespedeza and our source of information is that already the indications are that the crop will be limited due to too much rain in some sections and not enuf in others. Still we have four months in which to determine what we can expect toward a normal crop. The oats crop is the second we grow here for seed purposes and this according to information is almost a total failure due to too much rain. The third largest seed crop is the La Red Creole Onion. It is about harvested now and shows about 20% of a crop. The demand seems to be on an increase for all forage plants and has been increasing for the past five or six years.—J. Steckler Seed Co. Ltd. per Joseph Steckler.

Seed Law Under Protest.

Seedsmen of Illinois are protesting against the Illinois Seed Law, which is awaiting the signature of the governor. The law is the result of activity on the part of the farmers for several years.

Seeds that are included in the regulations are: red clover, mammoth clover, white clover, alsike clover, sweet clover, alfalfa, timothy, Kentucky blue grass, brome grass, orchard grass, meadow fescue, oat grass, rye grass, vetch, rape, and corn. Noxious weeds include: buckhorn, bracted plantain, field sorrel, Canada thistle, quack grass, curled dock, ox-eye daisy, cinquefoil, wild mustard, clover dodder, alfalfa dodder, field dodder, corn cockle, morning glory, and wild carrot.

Provisions for labeling are explicit. Field seeds, named above, except corn, when sold or offered for sale in lots or packages exceeding one pound in weight for seeding purposes shall be labeled as follows:

(a) The commonly accepted name of the seed.

(b) The full name and address of the vendor so selling or offering for sale.

(c) The following statement written or printed prominently in bold letters: "The seed in this package (or lot) contains a trace of the following noxious weeds," followed by a list of the common names of the noxious weeds specified above, which are present in any quantity exceeding in proportion of 1 to 10,000 of the farm seeds sold or offered for sale.

(d) The percentage by weight of foreign matter, including dirt, chaff, seed or other plants, and all other matters of whatever kind except the farm seed in question.

(e) When the seeds are sold in mixtures, the fact shall be so stated, together with the percentage by weight of each seed included in the mixture, in cases where such seed makes up more than five per cent by weight of the entire lot or package.

Seed corn sold or offered for sale in lots exceeding 10 pounds in weight for purposes of seeding shall bear a label or tag containing the following information:

(a) The full name and address of the seller.

(b) The commonly accepted name of the variety.

(c) The name of the county and state where grown, and the year of growth. If such facts are not known, the label or tag shall so state:

The matter of proportion is provided for also. No farm seed shall be sold or offered

for sale for seeding purposes which contains seeds of one or more of the following noxious weeds in greater numbers in the aggregate than the proportion of 1 to 2,000: Canada thistle, quack grass, field dodder, wild mustard, morning glory, and wild carrot.

No farm seed shall be sold or offered for sale which contains the seeds of one or more of the following noxious weeds in greater numbers in the aggregate than the proportion of 1 to 1,000: buckhorn, bracted plantain, field sorrel, curled dock, ox-eye daisy, cinquefoil, and corn cockle.

Quarantine on Seed Grains.

In order to prevent the further introduction into this country of the destructive plant diseases smut and take-all, a quarantine, effective August 15, will be established by the U. S. Department of Agriculture forbidding importations of seed or paddy rice and except under strict supervision, the importation of all species and varieties of wheat, oats and rye in the raw, uncleaned or unprocessed state from Italy, France, Germany, Belgium, Great Britain, Ireland, India, Japan, Brazil, and Australia. Commercial importations will be affected little, if at all, as they are not imported into this country in quantities.

Persons wishing to import these grains must secure a permit from the Sec'y of Agriculture. In making application for the permit, he must give the name and address of the exporter, the country and locality where the grain was grown, the port of departure, the proposed port of entry and the name and address of the importer or broker in the United States to whom the permit should be sent. If the application is approved, a permit will be issued in quadruplicate. One copy will be sent to the applicant for presentation to the Customs officer at the port of entry, one will be mailed to the collector at the port of entry, one to the inspector of the Department of Agriculture at that port and the fourth filed with the application.

Danish Seed Industry.

The Danish seed industry has its center in the district of Odense, where the largest seed firm in Scandinavia has its main offices, warehouses, and gardens, and where there is general interest among the farmers in seed raising.

The main varieties of grass seed grown are orchard grass, meadow fescue, Italian rye grass, English rye grass, and brome grass. The cultivation of clover seems to have been neglected. There are ordinarily used annually in Denmark about 3,500,000 kilos (1 kilo=2.2 lbs.) of clover and other leguminous plant seeds, which are mainly imported. There have been doubts as to whether this supply would be obtainable this season, but imports have recently been received, tho not in the usual quantity. The high price will undoubtedly restrict the demand to less than normal.

The present supply of grass (excluding clover), root, and vegetable seeds is much more than enough for home use. In fact,

Imports and Exports of Seeds.

May imports and exports of seeds, compared with May, 1918, and for the 11 months ending May, 1919, compared with the corresponding months ending May, 1919, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	1919.	1918.	11 mos. ending May 1919.	1918.
Flaxseed, bus.	1,907,705	2,023,522	7,407,720	12,148,769
Castor beans, bus.	65,575	62,612	487,373	1,012,608
Red Clover, lbs.	131,394	363,513	806,891	860,250
Other clover, lbs.	312,388	473,926	9,430,527	6,539,587
Other gr. sds., lbs.	628,121	59,436	4,367,137	5,886,722
Sugar bt., lbs.	96,125	605,425	845,510	15,262,867
	EXPORTS.			
	1919.	1918.	11 mos. ending May 1919.	1918.
Flaxseed, bus.	75	824	15,509	21,423
Clover seed, lbs.	52,178	109,477	7,636,515	9,438,393
Other gr. sds., lbs.	274,319	108,866	3,188,831	3,495,007

the dealers have large quantities stored, which, owing to trading difficulties during the past two years, could not be exported to any extent, reports U. S. Consul M. P. Dunlap.

Agriculture Department Jealous of Grading.

The Kern Co., of Omaha, Neb., has been published by the U. S. Dept. of Agriculture as one of two firms representing grain to be of a grade other than found by the inspector. The Omaha inspectors called the corn No. 4 mixed and Mr. Kern tendered it on a contract for No. 3. St. Louis inspection, as it was on the line between No. 4 and No. 3.

Feeling hurt at Mr. Kern's lack of confidence in the judgment of the federal licensed inspector at Omaha the Department of Agriculture finds that

"At the time of making the shipment Kern was in possession of actual notice and knew that the cars had been inspected and graded as above set forth and that the inspectors had assigned to the corn the grade No. 4 mixed according to said standards and no other grade is shown to have been assigned to the corn at Omaha by any other licensed inspector.

"Notwithstanding this knowledge, Kern in the first instance, represented to the Marshall Hall Grain Co. by letters and telegrams that the corn in the cars was No. 3, and from the time of shipment until Apr. 15, 1918, and after demand therefor, failed and refused to inform the Marshall-Hall Grain Co., in regard to the inspection and grading by the licensed inspector which is contrary to the provisions of Section 5 of the United States Grain Standards Act."

Such a finding is a joke in view of the fact that U. S. Department of Agriculture refuses itself to be bound by a first inspection, but reserves the privilege of changing the grade given by a federal licensed inspector on arrival at a second destination. In other words the Department has always refused to concede that a grade given at point of origin must be accepted as official at point of destination.

If federal uniformity of grades is what the name implies then a Minneapolis certificate of grade ought to be good for the same car on arrival at Chicago, without the expense and delay of a second inspection, but the Department holds otherwise.

Mr. Kern simply accepted the Department's own interpretation of the carrying power of grade certificates, and allowed the buyer inspection at his own destination, which was fair.

Mr. Kern says: "On the particular day on which the corn referred to was bought or handled, we had several orders for corn, and on the two cars in question we had orders to buy the same as No. 3 Corn or same grade of corn, Omaha inspection, but we could not find sufficient corn to fill our orders, and knowing this corn was going to another market where federal inspection prevailed, further finding these two cars which were in our opinion line grades, and would probably suit buyers purposes as well as the grade called for, and in addition to this sellers of the corn to us suggested that we apply the two cars on the order in hand, and that if the corn did not grade in St. Louis a grade equal to the grade called for in the order they would protect us basis the St. Louis grade. Therefore the corn in question was shipped to St. Louis and settlement to be made on St. Louis inspection, and as a matter of fact the application or final adjustment was made on St. Louis inspection.

Had we shipped this corn to be settled on Omaha terms final, we naturally would be compelled to furnish inspection certificates, but as the corn was going to St. Louis and to be settled on St. Louis grades, we did not furnish inspection certificates whatsoever."

AN OFFER of 40,000 bu. of wheat is said to have been made by a Winnipeg exporter to the United Kingdom at about 18 under the United States guaranteed price for wheat in this country, but no sales were made.

Grain Carriers

A GENERAL STRIKE in all French ports has tied up all steamship departments.

AN EMBARGO on all grains was reported at Buffalo July 16 on account the reason given being labor troubles at several of the elevators.

A SERIOUS SCARCITY of grain cars is expected in the southwestern part of Oklahoma as the crop which is just beginning to move is unusually heavy.

BALTIMORE, MD.—The marine strike along the eastern coast has caused a tie-up of a number of ships under the control of the Shipping Board in the Baltimore harbor.

CINCINNATI, O.—Fifteen counts of the indictment against the Ferger Grain Co. have been nolledd in the U. S. District Court. The company was charged with having obtained illegal rebates on grain shipments.

THE BROWN GRAIN CO. of Minneapolis, filed suit in the Hennepin County District Court last week against the Great Northern R. R. Co., for leakage of grain in transit. It is alleged that leakages from 56 cars totaled \$1,577. This suit is the forerunner of many others held in abeyance during the war.

THE BRITISH TRANSPORT bill, which has recently been passed, creates a system of unified control and operation of transport in England, involving railways, roads, canals, docks, and coast-wise traffic under Sir Eric Geddes. The railways will remain under practically the same system of control as at present.

JOHN BARTON PAYNE, of Chicago, has been named by Pres. Wilson to succeed Edward N. Hurley as chairman of the shipping board, the change to become effective August 1. Mr. Hurley has served as chairman of the shipping board ever since 1917. Pres. Wilson accepted his resignation with reluctance, but it is Mr. Hurley's desire to pursue other lines of interest. Mr. Payne is now general counsel of the railroad administration, having given up his private law practice for government service.

THE UNITED STATES SHIPPING BOARD has abandoned any attempt to operate the ships under its control until some settlement can be reached with the striking seamen, firemen, and engineers. Freight congestion is rapidly increasing, one report stating that at least 400 vessels are tied up. Most of the demands of the strikers have been met, and in conferences between the Shipping Board, the American Steamship Ass'n, and officers of Unions concerned, it is expected that a settlement will be reached soon.

IN FAVOR of the appointment of James Clark Jeffreys of Chicago, on the Interstate Commerce Commission is the almost unprecedented fact that he is favored both by railroad men and shippers. He has been connected with interstate commerce matters since the inception of the interstate commerce act in 1903. He has had long experience on the carriers' as well as on the shippers' side of rate controversies. Mr. Jeffreys has strong backing in his candidacy, and it is expected that the appointment will be made very soon.

IN SPITE of the pressure brot to bear upon Director General Hines, the railroads will not be returned to their owners August 31. The question has not been considered yet by Mr. Hines and his staff, altho he has stated that some action might be taken before the president returns the roads to their owners on the 31st of next December. In any event it is deemed unlikely that restoration of railroad management to the corporations will occur before November. Many lines report themselves ready to begin private management at any time.

DEMURRAGE rates on all intrastate railroads in West Virginia not under federal control are now reduced to \$2 a day after the expiration of 48 hours free time, for the first four days and \$5 a day for each day thereafter.

AN INCREASE in wages approximating 10 per cent has been granted by the shipping board to crews of all vessels operated from Atlantic and gulf ports. The advance was expected to end the strike of marine engineers, firemen and oilers.

THE "LAKE GRANBY," after a twenty-five day trip from Chicago, reached Liverpool, England, July 21, carrying a cargo of 1,300 tons of grain and packers' products. Grain exporters of Chicago plan to ship quantities of the fall yield in this way.

BLANK FORMS of Bs/L to the number of over 100,000 are in stock with many business firms, and will be a dead loss unless the Interstate Commerce Commission reconsiders its ruling that the use of old forms with alterations will not be permitted.

IN THE NEIGHBORHOOD of 300 vessels engaged in coastwise trade have been tied up in the harbor at New York and a great quantity of freight has accumulated on the piers as a result of the strike of marine workers. Of the 600 ships in port last week, 101 were steamships owned by American corporations. 186 by the United States Shipping Board, 71 British and 33 Norwegian.

BY ORDER of the DIRECTOR GENERAL of railroads and effective at once, demurrage charges are reduced to the basis in effect prior to the increases ordered Feb. 10, 1918. The new charges are \$2 per car per day for the first four days after free time, and \$5 per car for each succeeding day. The average agreement will be applied separately to cars loaded and unloaded, but at present it applies only to cars unloaded.

THE POINDEXTER BILL is still before the senate com'te on interstate and foreign commerce. It would take from the Interstate Commerce Commission its present discretion to abrogate the long and short haul clause for the benefit of certain territory or terminals. Beneficiaries of the present exemptions are in favor of retaining the power in the hands of the Commission. In favor of the Poindexter bill it is said a rigid enforcement of the long and short haul clause would prevent carriers from doing business at a loss at competing points and more than making it up by excessive rates on intermediate and non-competitive traffic.

I. C. C. IN SUP. 2 to 3646, issued in lieu of Sup. 1 rejected by Interstate Commerce Commission, gives rule of the C. I. & L. R. R. government claims for grain shortages, effective August 15. On and after such date for rules governing the inspection, selection, cooping, or rejection of cars, for bulk grain loading, the recording of loss of grain from car by leakage (if any) during transit and the disposition of claims for loss and damage of grain; refer to C. I. & L. R. R., Circular 1427-A, dated January 27, 1919, accompanying general order No. 57-A of the United States Railroad Administration, director general of Railroads, dated February 25, 1919.

A SPECIAL HOUSE com'te for the purpose of investigating the operations of the Shipping Board and Emergency Fleet Corporation has been proposed in a resolution introduced in congress. The resolution provides for an "investigation of contracts, leases, expenditures, receipts and any and all transactions" of these two corporations, or "any other corporations, firms, individuals, or agency associated with, or controlled or regulated by the Emergency Fleet Corporation." This com'te would be authorized to hold hearings at any place it saw fit and to report the result of its inquiries with such recommendations as it may deem advisable. The resolution was referred to the rules com'te.

GRAIN RATES from western points to Milwaukee and other grain markets will not be decreased, the Interstate Commerce Commission having decided that they are not unreasonable as charged in a protest of the railroad commission of North Dakota.

MAINTENANCE expense of the railroads is being cut to a minimum preparatory to return to private ownership. Until recently there has been in effect a rule requiring a certain percentage of the cars to be repainted and repaired annually; but this has been canceled; and the owners will have their properties returned to them in a run-down condition.

THE TWO YEAR LIMIT for suits under the B/L is not being observed by claim agents in all parts of the country. E. J. Pearson, federal manager of the New York, New Haven & Hartford R. R. Co., writes E. F. Lacey, ass't sec'y National Industrial Traffic League: "The federal and general managers of roads in New England discussed the payment of claims after expiration of the 2 years and 1 day limit provided in the B/L and reached the conclusion that loss and damage claims of merit would be paid regardless of this clause in the B/L."

OCEAN FREIGHT rates on oats have advanced from \$1.25 to \$1.50 per 100 to English ports. The grain corporation in order to prevent congestion and keep the seaboard clear for wheat is refusing to grant permits on oats from the interior markets, until there is evidence of moving stocks already there which aggregate 5,188,000 bus. and it is said will stop shipments. An order has been issued by the shipping board at Washington that beginning July 14, owners and charterers will no longer be required to observe maximum and minimum rates on charters on berth business.

IDLE CARS to the number of thousands are standing on track in the West Virginia territory because the U. S. R. R. Administration which built and owns the cars can not agree with the railroad companies on the sale or compensation for use. Pres. Bradley of the West Virginia Coal Ass'n has wired Director General Hines urging that the cars be numbered and lettered to indicate U. S. ownership and placed in the car pool to earn 60 cents each per diem and relieve the acute car shortage in that territory. Nothing but government red tape stands in the way.

THE SHIPPING CONTROLLER of Great Britain has announced that for the present British vessels directed to load grain from the River Plate on account of the Royal Commission on Wheat Supplies will be given the option of loading 20 per cent of the ship's cargo capacity for the voyage with flaxseed or other free grain on commercial account. The fixed rates on government grain remain unaltered, and the Royal Commission has the option of naming the ports of loading and discharging its grain. This arrangement, applying only to vessels receiving their directions on and from July 4, is expected to result in larger supplies of flaxseed coming to this country, and will also be much appreciated by ship-owners.

LEGISLATION making federal incorporation of all railroad carriers compulsory, urging exclusive federal regulation of railroad securities and of railroad rates and the provision for a department of transportation whose head shall be a member of the cabinet, is urged by Robert S. Lovett, pres. of the Union Pacific Railroad. In his opinion, the country will have to choose between inadequate and impoverished railroad transportation facilities, government ownership, a guaranty by the government of a reasonable return upon railroad capital, or rates that will be reasonable under all circumstances, determined by a government agency that will consider the needs of traffic and the needs of the carrier, with the right to each carrier to keep whatever profit it can make out of the rates so established by good management, good service, economy, wise investment and success in competing for business.

A REVISED DEMURRAGE CODE has been tentatively approved by the Interstate Commerce Commission, as a result of three years work by the Com'ites of the National Industrial Traffic League and the American Railroad Ass'n. On May 5, the Com'ites submitted their suggestions to the Commission, and agreement on revision was reached, except as to Rule 2, sec. A; Rule 2, sec. B, par. 4; Rule 8, sec. A, par. 1 and par. 2; Rule 8, sec. E; and Rule 8, interpretation 869. After consideration of the disputed points, the Commission has authorized Sec'y McGinty to inform the Com'ites of its decision.

IN THE CASE OF THE Railroad Commissioners of North Dakota et al. v. Northern Pacific Railway Co. and Director General, the Interstate Commerce Commission reports the complainant's contention that rates on grain from certain stations on the defendant's Kildeer & Golden Valley branches in N. Dakota to Minneapolis, St. Louis and Duluth in Minnesota, and Superior in Wisconsin, are unreasonable and unduly prejudicial by comparison with the rates for equal distances from the main-line stations in that state to the same points, was held not to be justified. The same decision was reached with respect to the complainant's contention that the defendant's westbound rates on grain between the Minnesota and Wisconsin points named, and main and branch line stations in N. Dakota are unreasonable and unduly prejudicial because they exceed the contemporaneous rates east-bound between the same points.

PORTLAND, ORE.—Local dock workers, on a strike since July 1, have agreed to abide by a decision of the Oregon state board of conciliation regarding their demands for an increase in the wage scale from 75 to 80 cents an hour. Altho the strike was directed against the dock operators, Max Houser, vice-pres. of the federal grain corporation and pres. of the Port of Portland, has taken an active part in its settlement. It is the desire of all concerned to have a uniform wage scale on the Pacific coast, and to this end the state board will work in fixing the scale. The handlers on Puget Sound have been working for 75 cents an hour, and have made no demands for more. Loading operations were seriously interfered with. When the Pacific Steamship Co., working in conjunction with the grain corporation, undertook to have the "West Celina" take on flour the longshoremen struck in sympathy with the dock workers. This further paralyzed movement, and with the new wheat crop coming on, the situation was looking serious, until the men agreed to return to work, and signed the agreement to that effect.

Utah-Idaho Grain Dealers Meet.

The annual convention and outing of the Utah-Idaho Millers and Grain Dealers Ass'n was held July 18 in Salt Lake City, at the Commercial Club. President Henry H. Blood, of Kaysville, took up the crop situation in the opening session. From reports given by a number of delegates, it would seem that in spite of the unseasonable weather of June and the drought, enough grain will be harvested to supply the needs of the two states and make possible the exportation of a large quantity.

Following the crop discussion, a short talk on government regulations was given by M. H. Green, local manager of the United States Grain Corporation. He explained that there are at present no restrictions made by the government in the sale of wheat by the growers and that the \$2 price set by the government was the minimum price, set entirely for the protection of the wheat raiser. Furthermore, that the removal of this minimum price would be detrimental to the growers. The government sets no maximum price for the sale of wheat, but does guarantee the grower \$2 at least. Mr. Green argued for the retention of the minimum price.

J. J. Neville talked on "Utah Flour in the Outside Markets," and M. H. Ellison, mgr. of the Layton Mill & Elevator Co., spoke on "Local Markets."

After the session luncheon was had at the Commercial Club. In the afternoon, the delegates went to Saltair, where they had dinner at the Ship Cafe.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission carriers have made the following changes in rates:

C. & A. in Sup. No. 4 to tariff No. 2-E cancels Sups. Nos. 1 and 3 and gives switching and other terminal charges; also rules governing the absorption of switching, drayage and transfer charges applying at stations on its lines, effective August 11.

C. & E. I. in 8625, I. C. C. 3071, cancels portions of C. & E. I. 622-D, I. C. C. 2935, C. R. C. 105, giving joint rates on grain and grain products from stations on the C. & E. I. to points in Alabama, Arkansas, Florida, Louisiana, Mississippi and Tennessee, effective August 15.

A. T. & S. F. R. R., G. C. & S. F. R. R., and P. & S. F. R. R., in Sup. 3 to 5655-X, give joint and proportional rates applying on grain and grain products, carloads from points in Missouri, Kansas, Colorado and Oklahoma, also Superior, Neb., to Galveston, Tex., Port Bolivar, and Texas City, Tex., also to Beaumont, Tex.; effective Aug. 22.

C. & E. I. in Sup. No. 13 to 622 D gives joint and proportional rates on grain and grain products from stations on the C. & E. I. to points in Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and points in the Dominion of Canada, effective August 15.

C. & A. in Sup. No. 16 to tariff No. 28-C cancels Sup. No. 15 giving elevation and transfer charges on grain, feeding, bedding, yardage charges, etc., on livestock, mileage allowances on private cars, maximum and minimum weights, rules governing furnishing of grain doors, also miscellaneous local rules and exceptions to classifications applying at stations on or via its line, effective Aug. 12.

C. & A. in Sup. No. 1 to tariff No. 1604-E gives local, joint and proportional freight rates on grain and grain products, carlots between Chicago, Joliet, Peoria, Pekin and East St. Louis, Ill., St. Louis, Mo., and stations on the C. & A., Chicago & Illinois Midland R. R., and Chicago & Northwestern Ry. in Illinois and St. Louis, Mo., also to Toledo, O., and Detroit, Mich., and stations on connecting lines in Illinois, effective August 12.

A. T. & S. F. R. R., G. C. & S. F. R. R., K. S. R. R., and L. & T. R. R., in Sup. 13 to 7481-E cancel Sup. 12, and give joint rates applying on grain products and seeds, carloads, from stations in Colorado, Kansas, Missouri and Oklahoma, also Superior, Neb., on lines mentioned above, to points in Alabama, Arkansas, Louisiana, Mississippi, Missouri, Oklahoma, Tennessee and Texas, on or reached by the K. C. S. R. R., M. P. R. R., St. L. & St. F. R. R. and connections, effective Aug. 22.

A. T. & S. F. R. R., G. C. & S. F. R. R., and K. S. R. R., in Sup. 66 to 5588-J, give local, joint and proportional rates applying on grain and grain products, carloads, between points in Kansas, Colorado, Missouri and Oklahoma, and Superior, Neb., and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points. Also Sup. gives basis for making thru rates to or from Omaha, South Omaha, Lincoln, Neb., Council Bluffs and Sioux City, Ia., effective Aug. 22.

C. & E. I. in Sup. No. 2 to 622-E gives local, joint and proportional rates on grain, grain products and grain by-products, also on broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (flax, Hungarian, and millet) and red top seed chaff, from stations on the C. & E. I., also from Cairo, Ill. (via M. & O. R. R.), Joliet, Ill. (via E. J. & E. R. R.), and Momenoe Transfer, Ill. (via C. M. & G. R. R.), to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania and Wisconsin, effective August 31.

A Six Months' Tour of Investigation

Has just been completed by

Mr. J. Ralph Pickell

throughout the

Stricken Countries of Europe

His special articles are appearing weekly in the
ROSENBAUM REVIEW

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\$2.00 per year \$1.00 six months

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Kansas City
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Receiving and Stock Book

FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with keratall back and round corners. Price, \$2.00

GRAIN DEALERS JOURNAL

La Salle St.

Chicago, Ill.

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8 1/4 x 13 3/4 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$2.50

Form 43XX—400 Pages, \$4.00

Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.

Supreme Court Decisions

Conflicting Confirmations.—Where seller mailed to buyer written confirmation purporting to contain all conditions of sale, and buyer replied by another confirmation, and seller predicated contract on last confirmation, exclusion of first confirmation from evidence in action for refusal to accept goods is error.—*Baxter v. Iglesias*. Supreme Court of New York. 176 N. Y. Supp. 711.

Interest on Claim Dates from Demand.—In an action against a railroad for conversion of cotton, in that the railroad delivered the cotton on a forged B/L, interest should be allowed the plaintiff only from judicial demand, and not from date of delivery of the cotton on the forged B/L; the conversion not being willful.—*Hubbard Bros. & Co. v. Southern Pacific Co.* U. S. Circuit Court of Appeals. 256 Fed. 761.

Fixing of Rates by State Commission.—Where there is no evidence to support the jurisdictional fact that public convenience and necessity demanded the establishment of through routes and joint rates for grain fixed by the Public Utilities Commission on petition of a board of trade, and no finding by the commission in its order that public convenience and necessity demanded such rates, the circuit court erred in confirming the commission's order fixing rates.—*State Pub. Util. Com. ex rel, Chicago Board of Trade v. C. C. & St. L. Ry. Co.* Supreme Court of Illinois. 123 N. E. 547.

Schedule Rate Must Be Collected.—An interstate carrier cannot, by contract or otherwise, by estoppel or waiver, directly or indirectly, increase or decrease the duly established freight rates, and the shipper must make good any deficiency not collected, regardless of the cause, freight rates established by the approval of the Interstate Commerce Commission dominating every shipment and contract, and this rule applies to a through rate made up of the sum of local rates of connecting carriers.—*Lancaster v. Schreiner*. Springfield Court of Appeals, Missouri. 212 S. W. 19.

Damages on Invoice Value.—Under a B/L providing that amount of any loss or damage for which carrier was liable should be computed on basis of value of property being bona fide invoice price to consignee, including freight charges if prepaid at place and time of shipment, the extent of damages is measured by the actual loss, which is determined by the difference between the invoice price, with the freight and refrigeration charges added, and the selling price, and it is immaterial what the fruit might have sold for at point of destination.—*Crenshaw Bros. & Safford v. Southern Pacific Co.* District Court of Appeal, California. 181 Pac. 252.

Fidelity Insurance.—Where an employer's application set out that no fact had come to the employer's knowledge tending to indicate an employee was unreliable, deceitful, dishonest, or unworthy of confidence, and no reason why a surety company should not become a surety, and the surety company issued a policy to make good any loss the employer might sustain by any act of personal dishonesty, forgery, or embezzlement by the employee, the employer could not recover on the policy, where the employer knew the employee had previously overdrawn his accounts, and the books of a branch office in his charge showed further overdrafts.—*Globe Grain & Milling Co.* U. S. Circuit Court of Appeals. 256 Fed. 601.

Carrier Liable for Special Damages.—When goods are delivered to a common carrier for shipment, the object of the shipper being to use them for a particular purpose, and there is delay in transporting and delivering the same, on account of the negligence of the carrier, and the object of the shipper is specially brought to the attention of the carrier at the time of delivering the goods for shipment, or circumstances are known to the carrier from which the object ought in reason to be inferred so that the object may be taken to have been within the contemplation of both parties, damages may be recovered for the natural consequences of the failure of the object. (Adopting rule in *Simpson v. Railroad Co.*, 1 Q. B. Div. 274.)—*Lusk v. Kennedy*. Supreme Court of Oklahoma. 176 Pac. 502.

Crop Mortgage.—Where a tenant under a valid contract with owner agrees to pay a crop rent, and thereafter actually plants and cultivates the specified crop, the crop may be sold or mortgaged even though at the time of the sale or mortgage the crop has not actually been planted.—*Sanger Bros. v. Hunsucker*. Court of Civil Appeals of Texas. 212 S. W. 514.

Transaction on Margin.—Where plaintiff carried a margin account with a firm of stockbrokers, and gave his check to the firm for \$800, which was placed to firm's account, and it bought stock in its own name through defendants, who declined to recognize plaintiff in the transaction and on the assignment of the firm sold the stock pursuant to exchange rules and denied liability, plaintiff's recovery of his deposit from the trustee in bankruptcy of his brokers was a rescission of contract, and ended the transaction both as to his brokers and as to defendants.—*Werner v. Manson*. Supreme Court of New York. 176 N. Y. Supp. 742.

Supply Trade

THE ADVERTISEMENT of today is the seed which yields the harvest later on and helps feed the world.

CHICAGO, ILL.—W. C. Shinn Mfg. Co., has moved its offices into new and more commodious quarters, at 14 E. Jackson Blvd.

THE Indianapolis Board of Trade has increased the facilities of its inspection department by the addition of four six-flask testers furnished by the Hess Warming & Ventilating Co.

CHICAGO, ILL. — Schmitz' Calking Paper manufactured by the Schmitz Mfg. Co., will be of great help to the country grain shipper in making bad order cars fit for carrying grain. This is a cheap form of coöperation and is easily applied. Readers of the Journal who are anxious to do away with leakage in transit will do well to get in touch with the manufacturers of this paper.

OMAHA, NEB.—The following have recently installed the Trapp Auto Grain Dump in their elevators: Alva Roller Mills, Alva, Okla.; Farmers Co-op. Elevator Co., Viborg, S. D.; Central Roller Mill Co., Ida Grove, Ia.; Mystic Milling Co., Sioux City, Ia.; Farmers Grain, Stock & Merc. Co., Halstead, Kan.; Farmers Co-op. Elevator & Sup. Co., Alta, Ia.; A. H. Betts, Mitchell, S. D.; Wessington Equity Ex., Wessington, S. D.; Farmers Co-op. Elevator Co., Wakonda, S. D.; Farmers Grain Co., Akron, Ia.; Siberz Bros. & Craig, Tulare, Alpena and Spottswood, S. D.; Galva Union Elevator Co., Galva, Ia.; A. W. Stoner, Iroquois, S. D.; J. J. Mullaney, Sioux City, Ia.; McCaull-Webster Elevator Co., Sioux City, Ia.; Farmers Co-op. Ass'n, Marion, S. D.; Farmers Elevator, Marion, S. D.; Farmers Union Elevator Co., Parker, S. D.; Hakes & Nelson, Manson, Ia.; Hunting Elevator Co., Alton, Ia.; Co-op. Grain & Lbr. Co., Montrose, S. D.; Tusia Grain Co., Egan, S. D.; Farmers Co-op. Co., Oakland, Ia.

Exports of Feedstuffs.

May exports of feedstuffs, compared with May, 1918, and for the 11 months ending May, 1919, compared with the corresponding months ending May, 1918, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

	May		11 mos. ending May	
	1919.	1918.	1919.	1918.
Bran mids., tons	153	526	6,034	6,473
Dr. gr. mlt. spts., tons	826	1,781	1,133	670
Mllfeed, tons	1,419	1,781	6,393	12,148
Corn oil cake, lbs.	326,330	550	397,300	457,584
Ctnsd meal, lbs.	307,032	221,925	120,800,000	33,635,530
Ctnsd cake, lbs.	42,185,124	159,814,602	11,045,263
Lins'd cake, lbs.	22,589,796	1,509,600	139,874,796	126,184,029
Lins'd meal, lbs.	1,927,214	1,882,030	40,742,075	20,746,299

Feedstuffs

CAMBRIDGE, NEB.—A new alfalfa meal mill will be erected here at a cost of \$30,000. The venture will be backed by local capital.

LEXINGTON, NEB.—An alfalfa mill is to be erected here. Work is already under way and the new building is to be completed by October 1.

PLATTSBROUGH, NEB.—One 10-ton unit of the new alfalfa mill is in place and ready for demonstration. Work on the rest is progressing satisfactorily.

WOODLAND, CAL.—Our alfalfa mill and 500 tons of hay burned. Loss \$20,000, insurance \$7,000. Will rebuild at once.—Woodland Alfalfa Products Co.

WELLINGTON, O.—The Cleveland Grain Drying Co. has sold its plant here and will re-embark on a much larger scale. Its principal plant is at Cleveland.

DETROIT, MICH.—The Caughey-Jossman Co. has again doubled its feed milling equipment, and will soon be able to produce five cars of stock feeds, chick feeds, and hog feed per day.

PINE BLUFF, ARK.—The Pine Bluff Cotton Oil Co. is adding six reinforced concrete bins to its plant for the storage of cotton seed. The foundation is now being put in. Witherpoon-Englar Co. is doing the work.

BUFFALO, N. Y.—Edwin Lodge succeeds Behrend J. Burns as sales mgr. of the Curtiss Grain Corporation, the latter now being engaged in the grain and feed trade. Mr. Lodge was formerly with the Farnell Feed Co.

FORT DODGE, IA.—The Quaker Oats plant opened July 7, with a force of 150 men, after a few months suspension of business, owing to the congested condition of the market. The mills will continue the manufacture of cereals, as formerly.

THE FEEDINGSTUFFS LAW was declared constitutional by the Court of Appeals. This was against the miller. The next step will be to carry it to the Supreme Court of the state which will probably be done.—Frank H. Tanner, sec'y, Ohio State Millers' Ass'n.

ST. LOUIS, MO.—The Golden Grain Milling Co.'s salesmen held a convention here the week ending July 6. At the annual banquet, Geo. G. Keith, general sales mgr., was made the recipient of a gold watch, with Masonic fob and a Shriner's pin set with diamonds, all the gifts of his salesmen. After he recovered from his surprise, he sprang another on the givers by presenting each of them with a special bonus check in recognition of their work the past year.

JAMESTOWN, N. Y.—The annual convention of the Mutual Millers & Feed Dealers Ass'n of Western N. Y. and Pennsylvania was held here July 17 and 18. In addition to business the program included a boat ride over the lake as far as Chautauqua, a ball game at Celoron Park, and a theater party in the evening. A band and a buffet luncheon were features of the boat ride. The annual election of officers was a feature of the program on the second day. Professor E. S. Savage, of Cornell University, addressed the meeting on "The Service a Farmer Expects from a Feed Dealer."

THE STATE PRICE of grain bags in Washington has been lowered from 14 to 12 cents to meet the competition of private dealers. In addition, sacks may now be delivered to any part of the state in carload lots, freight prepaid. Gov. Hart recently sold three carloads of sacks while on a trip to the eastern part of the state in order to help dispose of this year's output at the state penitentiary. All shipments are made at owner's risk from Walla Walla.



The Jackson Joint, as shown in the picture, is the best way of joining elevator belts. Jackson's, if rightly proportioned to width and ply, will make the belt one continuous structure, with flexibility enough to round the pulleys perfectly.

It is no longer necessary to use the stiff lap-joint with its tendency to break at the end of the lap.

Another Wonderful Leviathan Lofter!

THIS belt has elevated 12,000 bushels an hour for NINE YEARS, and is still good. Size 300 ft. x 24 in. x 8 ply.

Of another, after six years' usage, a big Eastern elevator manager writes: "Practically as good condition as day installed

—hardest work any lofter in the elevator. Seven of twenty legs, Leviathan. Shall put on all, as rubber gives out."

You can get the same results, when width, ply and the size of the buckets are properly proportioned to the work.

Why not put it up to the Leviathan man when he calls?



MAIN BELTING COMPANY - - Philadelphia

New York Boston Chicago Pittsburgh Atlanta San Francisco



Patents Granted

1,308,882. Grain-Weigher. John B. Van Pelt, Peoria, Ill., assignor of one-fourth to Frank W. Volker and one-fourth to Albert E. Volker, Macomb, Ill. It comprises a movable hopper with a poise and a valve pivoted inside adapted to swing to two extreme positions, a support above the hopper with a latch pivoted to it at each extreme of travel of the valve, each lying in the path of part of it and lifted by it in its travel and a member for each latch for adjusting it relatively to the path of travel of the valve.

1,308,791. Grain-Car Door. Roy Clifford Leitch, Newton, Kan., assignor of one-eighth to Charles D. Blackman, Dodge City, Kan., one-eighth to Wm. Peters and one-eighth to Adam E. Purcell, Newton, Kan. This door has vertically extending guide channels, vertical hanger bars, the lower portions of which extend into the guide channels and having opposing rack faces; a gear casing carried by the door extending between the hanger bars; gears within the casing which engage with one another and with both of the guide bar racks, certain of the gears having tool engaging means and being located adjacent relatively opposite sides of the casing.

1,309,401. Bean-Sorting Machine. This is a combination of a feeding device which supplies the beans to be sorted; a separating belt having an upper forwardly inclined operative stretch with its rear end arranged below the feed device to receive the beans; a picking belt with an upper horizontal operative stretch the rear part of which receives the beans from the front part of the separating belt and upon which the beans are sorted by the operators, the operative stretch of the separating belt moving rapidly rearward carrying any flat material or broken beans over the upper rear turn thereof, the space above being entirely unobstructed to permit free passage of the beans.

1,308,998. Screen. Avon L. Stone and John M. Stone, Lodi, Cal. In this screen, the frame has bearing surfaces at each end with hook bolts on

it capable of moving angularly toward or away from the surfaces and cylindrical bars loosely enclosed by the bolts parallel with and below the plane of the bearing surfaces, nuts on the bolts for adjusting purposes and strands covering the frame, resting at their ends upon the surfaces, passing around the bars.

1,309,315. Grain-Distributor. George W. Blank, St. Charles, Minn. The distributor comprises a hopper and a chute connected by an elbow, the elbow being an intermediate section with end sections connected therewith at opposite ends and sides by means of hinges, the sections telescoping each other and the sections of the elbow being provided with interlocking flanges which limit the outward swinging movement of the end sections relative to the intermediate section.

Alteration of Grade Certificate.

About Sept. 25, 1918, the Gunnell-Windle Grain Co. of St. Joseph, Mo., thru the Kansas City Brokerage Co. of Kansas City, Mo., contracted with the Beyer Grain Co. of Wichita, Kan., for the "immediate" shipment of one car of No. 2 white corn, to it at Cordell, Oklahoma.

Shelled corn in car C. & N. W. No. 92,430 was inspected and graded by C. M. Williams, a licensed inspector Sept. 26, 1918, and certificate No. 23,631 was issued which stated the grade to be No. 3 white according to official grain standards and the total percentage of damaged corn to be 5.7.

On or about the same date, the Gunnell-Windle Grain Co. shipped from St. Joseph, Mo., to the Beyer Grain Co. at Cordell, Okla., the car mentioned above in fulfillment of its contract. It also forwarded to the Beyer Grain Co. an invoice of the same date in which the corn was designated as "2 white corn." To this invoice was attached the inspection certificate which had been altered to change both the grade and the amount of damaged corn.

The Beyer Grain Co. wrote the Gunnell-Windle Grain Co. in regard to the alteration and stated that it would not send the inspection certificate to any of its purchasers in the shape in which it was received; that it had asked the Board of Trade for a duplicate certificate which called for three white corn with a total damage of 5.7 and that it was not entirely satisfied as to how the certificate was changed.

In answer to this, J. A. Gunnell wrote the Beyer Grain Co., stating that he was investigating the matter of the certificate in his office as he suspected some one of having made the change and wanted to learn about it as he did not approve of that kind of work.

The alteration had been made by the erasure of the figure "3" before the word "white" in the grade designation and the substitution therefor of the figure "2"; also by the erasure of the figure "5" following the words "total damage" substituted by the figure "3."

A hearing before an official of the Department of Agriculture was held in Kansas City, Nov. 4, at which J. A. Gunnell in answer to the specific question as to who made the changes in the certificate answered "I did."

The above facts were adduced from the testimony at the hearing and form the basis of the finding of Secretary of Agriculture D. F. Houston, in Service and Regulatory Announcements No. 56.

THE FIGHT to repeal the daylight saving law which failed of repassage over the president's veto has been re-opened by leaders of the senate and house agricultural committees in conference, the senate leaders insisting on another vote by the house on the rider to the bill.

HERBERT HOOVER, director general of relief in Europe, will return to America as soon as the harvest abroad is completed, according to an announcement by the American Relief Administration. Mrs. Hoover and her youngest son, Allan, have sailed from New York to France.

Recovery for Unlawful Acts of Food Administrators.

Reimbursement for loss "by reason of the unjust, arbitrary or inequitable acts, rules or regulations of officials of the Food Administration," is guaranteed in a bill introduced in the House by Representative Sanders of Louisiana, by means of the institution of civil suits against officials of the Food Administration if the produce has been placed under the licensing system.

Criminal proceedings instituted by the United States District Attorney are also provided for where any official, agent or administrator "acting under authority from the Food Administration has profited either as an officer or stockholder of any firm or corporation" and civil suits may be instituted to recover from the party any sum that has been awarded the claimant.

The bill also makes provision that any money in the treasury when the Food Administration activities terminate, shall be kept as a special fund to pay judgments awarded under this act. If insufficient, this sum is to be supplemented by money from the treasury not otherwise appropriated. The bill provides for the termination of this provision two years after the proclamation of peace. The bill has been referred to the Agricultural Committee of the House.

A suit illustrative of the injustice which this bill is intended to cure, is that of the C. H. Robinson Co. et al. v. Hudgins Produce Co., to recover \$526.40 paid for a car of frozen apples at the peremptory demand of the Food Administrator who alleged buyer would have to pay draft to preserve the food value of the apples. The carload sold for \$80 less than the freight. The correct course would have been for the Food Administrator to have kept his hands off the financial end of the transaction and simply ordered the fruit to be handled for the account of whom it may concern, in which case the loss would have been divided between the owner of the apples and the railroad company which negligently permitted the fruit to freeze.

Shipper Liable for Unauthorized Routing.

The Peoples Elevator Co., Butler, Mo., plaintiff, v. Ft. Scott Grain & Implement Co., Ft. Scott, Kan., before the Arbitration Committee of the Kansas Grain Dealers Ass'n, composed of James Robinson, Chester L. Weeks and H. D. Harding.

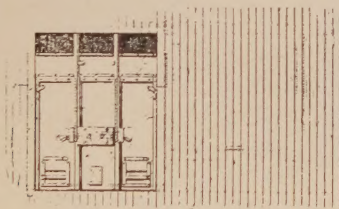
The Peoples Elevator Co. sold a car of flax to the Ft. Scott Grain & Implement Co. at a price f. o. b. Butler Mo., to be billed to Chicago, Ill. There was no routing furnished by the buyer and that the seller, the Peoples Elevator Co. routed car flax via Kansas City.

The difference in freight via Kansas City to Chicago was nine cents per hundred higher than routing via East St. Louis.

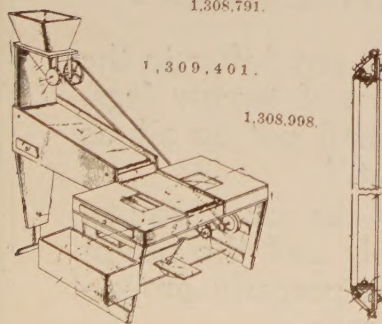
The committee held that when routing was not given by the buyer, it was not within the just power of the seller to route the grain. That the routing if left open by the seller, would have been selected by the transportation company at which time if error had occurred, would have been recoverable from the transportation company.

"We find that the error was the error of the shipper in assuming the responsibility of routing car without instructions from the buyer and that the shipper shall be charged the amount of nine cents per hundred making a total of \$47.19, together with the costs of this case."

TRADING in cash wheat or futures in Canada will not require licenses from the United States Wheat Director. Control of wheat by the Canadian government has been recommended by the Canadian Council of Agriculture inasmuch as the United States and Europe have such restrictions.

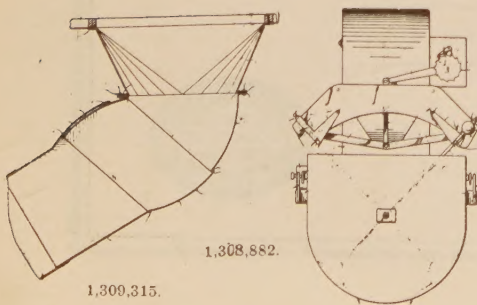


1,308,791.



1,309,401.

1,308,998.



1,308,882.

1,309,315.

The GRAIN DEALERS JOURNAL.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

J. A. KING, President GEO. A. WELLS, Secretary
Write for information
Regarding Short Term Grain Insurance

CIFER CODES

Use a good Telegraph Cipher Code.
Prevent Errors, Reduce the Cost of
Sending Messages and Prevent Con-
tents Becoming Known to Agents.

Universal Grain Code, the most com-
plete and up-to-date code published
for the use of the grain dealers and
millers. Its use will protect the con-
tents of your messages as no other
code used in the domestic grain trade
can do. Its 146 pages of bond paper
contain 13,745 expressions for present-
day terms, and no two of them are
near enough alike to cause confusion
in the translation of messages. Bound
in flexible leather. Price, \$3.00.

Robinson Cipher Code with 1912 Sup-
plement, an absolute necessity with
every grain dealer who handles any
of his business over the wire. Bound
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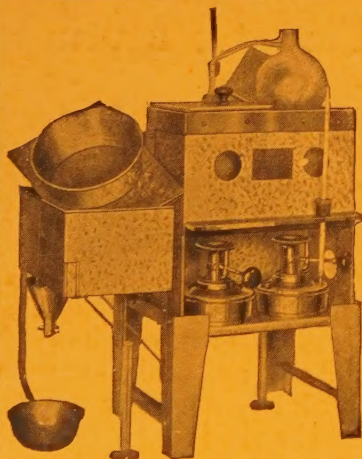
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